

AGENDA

BOARD OF MAYOR AND ALDERMEN

October 3, 2006

**7:30 PM
Aldermanic Chambers
City Hall (3rd Floor)**

1. Mayor Guinta calls the meeting to order in joint session with the Library Trustees.
2. The Clerk calls the roll.

Board of Aldermen: Roy, Gatsas, Long, Duval, Osborne, Pinard, O'Neil, Lopez, Shea, DeVries, Garrity, Smith, Thibault, Forest

Library Trustees: Joanne Barrett, Peter Duffy, Joseph Sullivan, Kevin Devine, Madeleine Roy, Jeffrey Hickock, Karen Sheehan-Lord

3. Mayor Guinta advises that nominations are in order to fill the expired term of Peter Duffy currently completing the term of Trustee Mary Heath who resigned in March 2006; such nominations to be made for a term to expire October 2013.
4. Following nominations, a motion is in order to close the nominations.
5. Unless there be a motion to suspend the rules to confirm the nominations, all nominations made shall layover to the next meeting.
6. If there is no further business to come before the joint session, a motion is in order to adjourn.
7. Mayor Guinta calls the regular meeting of the Board to order.
8. The Clerk calls the roll.

9. Introduction of Rick Brenner, President and General Manager of the Fisher Cats.
10. Presentation of MDC Quarterly Report.

CONSENT AGENDA

11. Mayor Guinta advises if you desire to remove any of the following items from the Consent Agenda, please so indicate. If none of the items are to be removed, one motion only will be taken at the conclusion of the presentation.

Ratify and Confirm Poll Conducted

- A. September 18-25, 2006 accepting and proceeding with an Economic Development Administration Grant Award in the amount of \$70,000 which requires matching funds.
(Aldermen Roy, Long, Duval, Osborne, Pinard, O'Neil, Lopez, Shea, DeVries, Garrity and Thibault voted yea; Aldermen Gatsas, Smith and Forest were unavailable.)

Approve under supervision of the Department of Highways subject to the availability of funding

- B. Sidewalk Petitions – 50/50 Program FY2007.

Informational – to be Received and Filed

- C. Communication from Matt Normand, Deputy Clerk, providing an update to the Board regarding the Neighborhood Enhancement Team activities.
- D. Health Department monthly report summary, August 2006.
- E. Minutes of the Mayor's Utility Coordinating Committee meeting held on August 16, 2006.

- F.** Minutes of the MTA Commission meetings held on July 25 and August 29, 2006 and the Financial and Ridership Reports for the months of July and August 2006.
- G.** Communications from PSNH advising that the NH Public Utilities Commission has issued NHPUC Order No. 24,661 for PSNH to construct and maintain electric lines over and across the public waters of the Piscataquog River.
- H.** Communication from Attorney William Squires advising that Advanced Recycling, 399 Willow Street, will be filing an Application Form to Transfer a Solid Waste Management Facility Permit with the NHDES.

REFERRALS TO COMMITTEES

COMMITTEE ON FINANCE

I. Resolution:

“Amending the FY2007 Community Improvement Program, authorizing and appropriating funds in the amount of Seventy Thousand Dollars (\$70,000) for the FY2007 CIP 811507 Economic Development Strategic Planning Project.”

REPORTS OF COMMITTEES

COMMITTEE ON ADMINISTRATION/INFORMATION SYSTEMS

- J.** Recommending that property tax relief increases for the elderly, blind, disabled and Veterans meeting statutory requirements be approved as follows:

	From	To
<u>Exemptions effective April 1, 2006:</u>		
<i>Elderly Age between</i>		
65-74	\$70,000	\$133,700
75-79	\$95,000	\$181,450
Over 80	\$125,000	\$238,750

<i>Disabled</i>	\$90,000	\$171,000
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<i>Blind</i>	\$90,000	\$165,600
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Exemptions effective April 1, 2007:

<i>Veterans</i>	\$300	\$400
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Asset Limitations for all Elderly:

Single	75,000	75,000
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Married	75,000	100,000
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Income Limitations for Elderly

Single	\$27,500	\$32,000
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Married	\$38,500	\$45,000
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The Committee notes that such recommendations are based on review following revaluation information presented by the Board of Assessors and appropriate Resolutions have been submitted for adoption.

(Unanimous vote with exception of Alderman Forest who was absent.)

- K.** Recommending that a request of the Public Health Director for revisions to Chapter 117 of the Code of Ordinances relative to food establishment permit fees be approved and referred to the Committee on Bills on Second Reading for technical review.

(Unanimous vote with exception of Alderman Forest who was absent.)

COMMITTEE ON BILLS ON SECOND READING

- L.** Recommending that Ordinances:

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 713, Lot 1, known as land on Brown Avenue.”

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 866, Lot 6, (consolidated from former 141 Broadhead and 142 through 145/half of this parcel) known as land on Brown Avenue.”

ought to pass.

(Unanimous vote except for Alderman Gatsas who was absent.)

M. Recommending that Ordinances:

“Amending Sections 33.024, 33.025, & 33.026 (Systems/Programming Manager-Systems/Development Manager, Computer Programmer-Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

“Amending Sections 33.024, 33.025, & 33.026 (Senior Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

ought to pass.

(Unanimous vote except for Alderman Gatsas who was absent.)

N. Recommending that Ordinances:

“Amending Section 33.054 (B) (2) (Overtime Compensation/Comp Time) of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.076 (A), Special Leave of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.062 (D), Part-Time Employees, of the Code of Ordinances of the City of Manchester.”

ought to pass.

(Unanimous vote except for Alderman Gatsas who was absent.)

O. Recommending that Ordinance:

“Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.”

ought to pass as amended.

(Unanimous vote except for Alderman Gatsas who was absent.)

COMMITTEE ON COMMUNITY IMPROVEMENT

- P.** Recommending that the Board authorize acceptance and expenditure of funds in the amount of \$70,000 for the FY2007 CIP 811507 Economic Development Strategic Planning Project, and for such purpose a resolution and budget authorization have been submitted.

The Committee notes that matching funds will come from 2007 CIP 611407 Development Coordinator (\$17,500 – CDBG) and from 2006 CIP 610706 Planning Studies Implementation (\$52,500 – one time reserve) and that these amounts are listed for match identification purposes and will be used for the project but will not be transferred.

(Unanimous vote except for Alderman Gatsas who was unavailable.)

COMMITTEE ON HUMAN RESOURCES/INSURANCE

- Q.** Recommending that the current Parking Meter Supervisor be reclassified to a Parking Meter Technician and that the incumbent in such position be re-lined until such time as the salary grade levels are equivalent.

(Aldermen Gatsas, Shea and Pinard voted yea; Alderman Garrity voted nay; and Alderman Duval was absent.)

- R.** Recommending that the Board establish a policy that the retirement health subsidy of retired employees accepted by the City can be applied toward the copay of health insurance in cases of married active and retired employees.

(Unanimous vote except for Alderman Garrity who was absent.)

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

- S.** Recommending that the City hire a Compliance Officer to support the Building Department.

(Unanimous vote with exception of Alderman O'Neil who was absent from vote.)

- T.** Recommending that the City hire a Compliance Officer to support Solid Waste issues for the Highway Department.

(Unanimous vote with exception of Alderman O'Neil who was absent from vote.)

- U. Recommending that regulations governing standing, stopping, parking and operations of vehicles be adopted and put into effect when duly advertised and posted.
(Unanimous vote)

**SPECIAL COMMITTEE ON ENERGY CONTRACTS
AND RELATED PROJECTS**

- V. Recommending that a plan to terminate the Aggregation program be approved as follows:
- 1) the Enterprise Funds pay back their share of the Aggregation program by the end of FY2011;
 - 2) the General Fund will pay back its share by the end of FY2011; and
 - 3) the City will enter into negotiations with the School District to develop a plan to pay back its share of the Aggregation program by the end of FY2011.

(Aldermen Thibault, Lopez and Long voted yea; Aldermen Forest and Garrity were absent.)

- W. Recommending that the City endorse the Cool Cities program and authorize the Mayor to sign on to the U.S. Conference of Mayor's Climate Protection Agreement to encourage implementation of smart energy solutions.

The Committee recommends that a staff team including Highway, Traffic, Building Maintenance Division, and Recycling Coordinator review materials and report back to the Board of Mayor and Aldermen as deemed appropriate.

(Aldermen Thibault, Lopez and Long voted yea; Aldermen Forest and Garrity were absent.)

**LADIES AND GENTLEMEN, HAVING READ THE CONSENT AGENDA,
A MOTION WOULD BE IN ORDER THAT THE CONSENT AGENDA BE
APPROVED.**

12. Nominations to be presented by Mayor Guinta, if available.
13. Confirmation of nominations to the Conservation Commission as follows:
Louis D. DeMato to succeed Todd Connors, term to expire
August 1, 2009; and
Todd Connors to fill a vacancy as an alternate, term to expire
August 1, 2008.

A motion is in order to confirm the nominations presented.

14. Confirmation of Richard Anagnost to succeed Matthew Lapointe as a member of the Office of Youth Services Advisory Board, term to expire January 1, 2008.

A motion is in order to confirm the nomination presented.

15. Report(s) of the Committee on Community Improvement, if available.
Ladies and Gentlemen, what is your pleasure?

16. Mayor Guinta advises that a motion is in order to recess the regular meeting to allow the Committee on Finance to meet.

OTHER BUSINESS

17. Report(s) of the Committee on Finance, if available.
Ladies and Gentlemen, what is your pleasure?
18. Report(s) of the Committee on Human Resources/Insurance, if available.
Ladies and Gentlemen, what is your pleasure?
19. Report(s) of the Committee on Public Safety and Traffic regarding permit parking, if available.
Ladies and Gentlemen, what is your pleasure?

20. Report of Committee on Administration/Info Systems recommending that Ordinance:

“Amending the Code of Ordinances of the City of Manchester by amending §118.33 (A) Rates For Fares Established, by decreasing the current mileage fraction by which tax rates are calculated from one-eighth of a mile to one-seventh of a mile.”

ought to pass.

Because the last temporary increase in rates for taxis has expired, the Committee requests that the rules be suspended to allow for adoption of such ordinance on October 3rd.

(Unanimous vote with exception of Alderman Forest who was absent.)

If the Board so concurs, a motion is in order to accept the report and suspend the rules and place the Ordinance on its final reading by title only at this time without referral to the Committee on Bills on Second Reading and Committee on Accounts, Enrollment and Revenue Administration.

(Following suspension, a motion will be in order to read by title only followed by a motion to Ordain.)

21. State Legislative update presented by Mayor Guinta, if available.
22. Ordinances: **(A motion is in order to read by titles only.)**

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 713, Lot 1, known as land on Brown Avenue.”

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 866, Lot 6, (consolidated from former 141 Broadhead and 142 through 145/half of this parcel) known as land on Brown Avenue.”

“Amending Sections 33.024, 33.025, & 33.026 (Systems/Programming Manager-Systems/Development Manager, Computer Programmer-Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

“Amending Sections 33.024, 33.025, & 33.026 (Senior Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.054 (B) (2) (Overtime Compensation/Comp Time) of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.076 (A), Special Leave of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.062 (D), Part-Time Employees, of the Code of Ordinances of the City of Manchester.”

“Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.”

These Ordinances having had their second reading by titles only, the question is on passing same to be Enrolled.

23. Mayor Guinta advises that a motion is in order to recess the regular meeting to allow the Committee on Accounts, Enrollment and Revenue Administration to meet.
24. Mayor Guinta calls the meeting back to order.
25. Report of the Committee on Accounts, Enrollment and Revenue Administration, if available.
Ladies and Gentlemen, what is your pleasure?
26. Communication from Alderman O’Neil regarding departmental responsibility in public right-of-ways.
Ladies and Gentlemen, what is your pleasure?
27. Communication from Paul Boynton, President & CEO, Moore Center Services, Inc., requesting the removal of a deed reverter clause on the old Highland School on Titus Avenue.
Ladies and Gentlemen, what is your pleasure?

28. Communication from Kevin Dillon, Airport Director, submitting Ordinance:
“Establishing a special purchase procedure relating to the pilot bus service program at the airport.”
and requesting the Board suspend the rules and adopt the Ordinance this evening.

If the Board so concurs, a motion is in order to suspend the rules and place the Ordinance on its final reading by title only at this time without referral to the Committee on Bills on Second Reading and Committee on Accounts, Enrollment and Revenue Administration.

(Following suspension, a motion will be in order to read by title only followed by Ordainment.)

29. Communication from Joan Porter, Tax Collector, advising that the Finance Officer has decided to change the return address to a PO Box in Boston, MA for the 2nd mailing of property tax bills in 2006, noting it should be a decision to be made by the Board of Mayor and Aldermen, and recommending that the City continue to use our Manchester PO Box.
Ladies and Gentlemen, what is your pleasure?

30. Resident’s petition to rename Camelot Circle to Camelot Place.
(*Note: Highway Department supports petition name change to Camelot Place.*)
Ladies and Gentlemen, what is your pleasure?

31. Ordinances: **(A motion is in order to read by titles only.)**

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 713, Lot 1, known as land on Brown Avenue.”

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 866, Lot 6, (consolidated from former 141 Broadhead and 142 through 145/half of this parcel) known as land on Brown Avenue.”

“Amending Sections 33.024, 33.025, & 33.026 (Systems/Programming Manager-Systems/Development Manager, Computer Programmer-Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

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“Amending Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.062 (D), Part-Time Employees, of the Code of Ordinances of the City of Manchester.”

“Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.”

These Ordinances having had their third and final reading by titles only, the question is on passing same to be Ordained.

32. Bond Resolution: (A motion is in order to read by title only.)

“Authorizing Bonds, Notes or Lease Purchases in the amount of Four Hundred Thousand Dollars (\$400,000) for the 2007 CIP 511207 Derryfield Country Club Rehabilitation Project.”

If the Board so desires, a motion is in order that the Bond Resolution pass and be Enrolled.

33. Resolution: (A motion is in order to read by title only.)

“Amending the FY2007 Community Improvement Program, authorizing and appropriating funds in the amount of Seventy Thousand Dollars (\$70,000) for the FY2007 CIP 811507 Economic Development Strategic Planning Project.”

If the Board so desires, a motion is in order that the Resolution pass and be Enrolled.

34. Resolutions: (A motion is in order to read by titles only.)

“A Resolution establishing increased property tax relief exemptions for the elderly, disabled and blind.”

“A Resolution establishing increased asset and income limitations property tax relief for the elderly, disabled and blind.”

“A Resolution authorizing increased optional property tax credits for Veterans to the amount of Four Hundred Dollars (\$400.00).”

If the Board so desires, a motion is in order that the Resolutions be adopted.

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

35. Bond Resolution: (A motion is in order to read by title only.)

“Authorizing Bonds, Notes or Lease Purchases in the amount of One Million Seven Hundred Fifty Thousand Dollars (\$1,750,000) for the 2007 CIP 511307 JFK Coliseum Rehabilitation Project.”

(Tabled 09/05/2006 pending CIP recommendation.)

If the Board so desires, a motion is in order that the Bond Resolution pass and be Enrolled.

36. Report of the Committee on Bills on Second Reading recommending that Ordinance:

“Amending the Zoning Ordinance of the City of Manchester by extending the B-2 (General Business) zoning district to include property currently zoned IND (Industrial) located on the south side of Gold Street east of the former Lawrence Branch of the B&M Railroad and including the following three lots Tax Map 875-14, 875-15, 875-16.”

ought to pass.

*(Aldermen Duval, Lopez, Garrity and Pinard recorded in favor; Alderman Gatsas opposed.)
(Tabled 09/05/2006)*

37. Report of the Committee on Bills on Second Reading recommending that Ordinance:

“Amending the Zoning Ordinance of the City of Manchester by extending the R-3 (Urban Multi-family) zoning district to include property currently zoned R-1B (Single-family) located on a portion of Tax Map 691 Lot 143-1 that will be on the north side of a proposed Gold Street Bypass and adjacent to Bradley Street and the New St. Augustin’s Cemetery.”

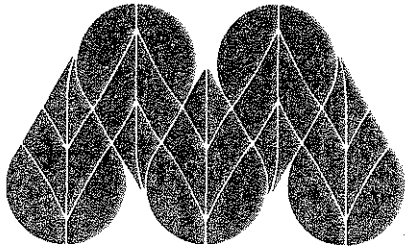
ought to pass.

*(Aldermen Duval, Lopez, Garrity and Pinard recorded in favor; Alderman Gatsas opposed.)
(Tabled 09/05/2006)*

38. NEW BUSINESS

- a) Communications
- b) Aldermen

39. If there is no further business, a motion is in order to adjourn.



**City of Manchester
City Library**

Denise Van Zanten
Deputy Library Director

Carpenter Memorial Building
405 Pine Street
Manchester, New Hampshire 03104-6199
(603) 624-6550

Board of Mayor and Aldermen
One City Hall Plaza
Manchester, New Hampshire 03101

September 19, 2006

Dear Mayor and Aldermen:

The Manchester City Library Board of Trustees has nominated Peter Duffy to begin serving a seven-year term in October of 2006. This term will run through October of 2013. Mr. Duffy is a resident of Ward 2 and is currently completing the term of Trustee Mary Heath who resigned this past March.

The Board of Trustees requests that this nomination be put on the agenda of the next meeting of the Board of Mayor and Alderman so that the nomination can be recorded and accepted at a joint meeting of the boards.

Sincerely,

Joanne Barrett, Chair
Manchester Library Board of Trustees

Board of Aldermen

Yeas and Nays

Upon BMA Posa

Re: For the Board of Aldermen

Sept. 18 - 2006

Will support
Pls. call

Pat will call Clerk

Please call Jerome
Will support
Supportive -
Pls. call

Dan will call Clerk

Message

Pls. call

Will call Clerk

Message

Message

Aldermen	Yea	Nay	Absent	Pass
Ward 1 - Roy	✓			
Ward 2 - Gatsas			CTP	
Ward 3 - Long	X			
Ward 4 - Duval	X		CTP	
Ward 5 - Osborne	X		CTP	
Ward 6 - Pinard	X			
At Large - O'Neil	X		CTP	
At Large - Lopez	X			
Ward 7 - Shea	✓			
Ward 8 - DeVries	X			
Ward 9 - Garrity	X		CTP	
Ward 10 - Smith				
Ward 11 - Thibault	X			
Ward 12 - Forest				

A



CITY OF MANCHESTER

Office of the City Clerk



Leo R. Bernier
City Clerk

Carol A. Johnson
Deputy City Clerk


Paula L-Kang
Deputy Clerk
Administrative Services

Matthew Normand
Deputy Clerk
Licensing & Facilities

Patricia Piecuch
Deputy Clerk
Financial Administration

MEMORANDUM

To: Committee on Community Improvement
Board of Mayor and Aldermen

From: C. Johnson 
Deputy City Clerk

Date: September 18, 2006

Re: Economic Development Administration Grant Award

Enclosed please find a communication regarding a MEDO Economic Development Administration Grant award. This office is polling both the Committee on CIP and the Board of Mayor and Aldermen for approval of the \$70,000 grant award, which requires matching funds as the communication outlines. It is our understanding that action is needed prior to September 28th which is the reason for the poll.

Please respond to either Paula or myself at this office with your vote prior to Friday, September 22nd.

Enclosures

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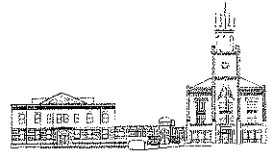


Robert S. MacKenzie, AICP
Director

CITY OF MANCHESTER

Planning and Community Development

Planning
Community Improvement Program
Growth Management



Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

Memo to: Committee on CIP

From: Robert S. MacKenzie *RS*

Date: September 18, 2006

Subject: MEDO Economic Development Administration
Grant Award

Paul Borek has informed this Office that the Economic Development Administration has offered the City a grant in the amount of \$70,000. The funds are to be used to conduct several feasibility analyses of the recommendations made in the Economic Strategic Plan. The City will be required to match the EDA grant on a dollar for dollar basis and accordingly, will use a combination of previously allocated CDBG funds (2007 611706 Development Coordinator) and one time reserve funds (2006 Planning Studies Implementation Grant) to effect the match.

Attached for your review is a copy of the grant award details listing the program budget, scope of services and reporting requirements, omitted is a 25 page "boilerplate" of EDA Financial Assistance Standard Terms & Conditions. The entire package has been submitted to the City Solicitor's Office for their review and comments, should any of the Committee members so desire a copy of the omitted EDA boilerplate we will forward a copy upon request.

Attachments:

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 Fax: (603) 624-6529
E-mail: planning@ManchesterNH.gov
www.ManchesterNH.gov

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City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"Amending the FY 2007 Community Improvement Program, authorizing and appropriating funds in the amount of Seventy Thousand Dollars (\$70,000) for the FY2007 CIP 811507 Economic Development Strategic Planning Project."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

WHEREAS, the Board of Mayor and Aldermen has approved the 2007 CIP as contained in the 2007 CIP budget; and

WHEREAS, Table 1 contains all sources of State, Federal and Other funds to be used in the execution of projects; and

WHEREAS, the Board of Mayor and Aldermen desires to accept Economic Development Administration funds in the amount of \$70,000 from the United States Department of Commerce for the implementation of economic development feasibility analyses to be matched locally on a dollar to dollar basis from existing CIP Projects;

NOW, THEREFORE, be it resolved that the 2007 CIP be amended as follows:

By adding:

FY2007 CIP 811507 – Economic Development Strategic Planning - \$70,000 Federal EDA

Resolved, that this Resolution shall take effect upon its passage.

A



U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
The Curtis Center
Suite 140 South
Independence Square West
Philadelphia, Pennsylvania 19106-3323

08-28-2006 RCVD

In Reply Refer to:
Investment No.: 01-87-08391

25 AUG 2006

Mr. Paul J. Borek
Economic Development Director
City of Manchester
One City Hall Plaza
Manchester, New Hampshire 03101-2099

Dear Mr. Borek:

We are pleased to inform you that the Economic Development Administration (EDA) has approved a Financial Assistance Award in an amount not to exceed \$70,000, in response to your application for Federal assistance under P.L. 108-373, Section 203, Grants for Planning.

Enclosed are three signed copies of the Financial Assistance Award; your agreement to the terms and conditions of the award should be indicated by the signature of your principal official on these signed copies. Two of the executed copies should be returned to the Director, Philadelphia Regional Office, Curtis Center, Suite 140 South, Independence Square West, Philadelphia, PA 19106. If not signed and returned within 15 days of receipt, the Grants Officer may declare the Award null and void.

You are cautioned not to make any commitments in reliance on this award, nor to enter into negotiations relative hereto, until you have carefully reviewed the terms and conditions and have determined that you are in compliance or that you can comply therewith. Any commitments or undertakings entered into prior to obtaining the approval of the Government in accordance with its regulations and requirements will be at your own risk.

Sincerely,

Paul M. Raetsch
Regional Director

Enclosures

FORM CD-450
(REV 10-03)
DAO 203-26

U.S. DEPARTMENT OF COMMERCE

☒ GRANT ☐ COOPERATIVE AGREEMENT

FINANCIAL ASSISTANCE AWARD

AWARD PERIOD

August 1, 2006 to July 31, 2007

RECIPIENT NAME City of Manchester

AWARD NUMBER
01-87-08391

STREET ADDRESS One City Hall Plaza

FEDERAL SHARE OF COST
\$70,000

CITY, STATE, ZIP CODE Manchester, New Hampshire 03101-2099

RECIPIENT SHARE OF COST
\$70,000

AUTHORITY The Economic Development Administration Reauthorization Act of 2004 (P.L. 108-373)

TOTAL ESTIMATED COST
\$140,000

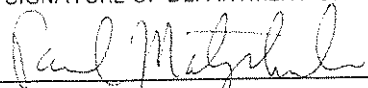
CFDA NO. AND PROJECT TITLE 11.302 - Economic Development Planning - Short-Term Planning

BUREAU	FUND	FCFY	PROJECT-TASK	ORGANIZATION	OBJECT CLASS
20	40	06	0108391-000	01	4110

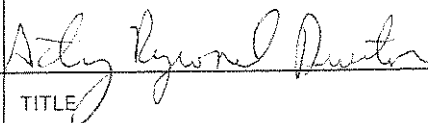
This Award approved by the Grants Officer is issued in triplicate and constitutes an obligation of Federal funding. By signing the three documents, the Recipient agrees to comply with the Award provisions checked below. Upon acceptance by the Recipient, two signed Award documents shall be returned to the Grants Officer and the third document shall be retained by the Recipient. If not signed and returned without modification by the Recipient within 30 days of receipt, the Grants Officer may unilaterally terminate this Award.

- ☒ Department of Commerce Financial Assistance Standard Terms and Conditions
- ☒ Special Award Conditions
- ☒ Line Item Budget
- ☐ 15 CFR Part 14, Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, Other Non-Profit, and Commercial Organizations
- ☒ 15 CFR Part 24, Uniform Administrative Requirements for Grants and Agreements to State and Local Governments
- ☐ OMB Circular A-21, Cost Principles for Educational Institutions
- ☒ OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments
- ☐ OMB Circular A-122, Cost Principles for Nonprofit Organizations
- ☐ 48 CFR Part 31, Contract Cost Principles and Procedures
- ☒ OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations
- ☒ Other(s) EDA Standard Terms and Conditions - Capacity Building Programs

SIGNATURE OF DEPARTMENT OF COMMERCE GRANTS OFFICER



TITLE



DATE

8/23/06

TYPED NAME AND SIGNATURE OF AUTHORIZED RECIPIENT OFFICIAL

TITLE

DATE

A

DEPARTMENT OF COMMERCE FINANCIAL ASSISTANCE
SPECIAL AWARD CONDITIONS

A. AWARD NUMBER AND PROPOSAL DESCRIPTION

This Award Number 01-87-08391, supports the work described in the Recipient's Application for Federal Assistance, entitled Economic Development Planning dated July 21, 2006, and revisions, which are incorporated into this award by reference. Where the terms of this award and proposal differ, the terms of the award shall prevail.

B. AWARD CONTACTS

- 1 The Recipient Contact's name, address and telephone number are:

Paul J. Borek
Economic Development Director
City of Manchester
One City Hall Plaza
Manchester, NH 03101
(603) 624-6505

- 2 The Federal Program Officer is responsible for the programmatic, technical and/or scientific aspects of this award. The Federal Program Officer's name, address and telephone number are:

Tyrone Beach, Chief, Capacity Division
Economic Development Administration
Philadelphia Regional Office
The Curtis Center, Suite 140 S., Independence Square West
Philadelphia, PA 19106
(215) 597-7883

- 3 The Grants Officer is responsible for all administrative aspects of this award and is authorized to award, amend, suspend, and terminate financial assistance awards. Grants Officer's name, address, and telephone number are:

Paul M. Raetsch, Regional Director
Economic Development Administration
The Curtis Center, Suite 140 S., Independence Square West
Philadelphia, PA 19106
(215) 597-4603

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- 4 The Grants/Cooperative Agreement Specialist is responsible for administrative coordination and liaison with the Recipient. This individual receives appropriate material from the Federal Program Officer and/or the Recipient for administrative processing. The Grants/Cooperative Agreements Specialist's name, and telephone number are:

Bill Good
(215) 597-0405

C. LINE ITEM BUDGET

See Economic Development Administration, Special Award Conditions, Item IV.

D. REFUND CHECKS

The Recipient shall submit all refund checks to the Department of Commerce (DoC) accounting office identified below. All checks must identify on their face the name of the DoC agency funding the award, award number, and no more than a two-word description to identify the reason for the refund. A copy of the check should be provided to the Federal Project Officer.

Economic Development Administration
P. O. Box 100202
Atlanta, Georgia 30384

E. PROGRAM INCOME

Program income earned during the award period shall be retained by the Recipient and shall be added to funds committed to the award and used for the purposes and under the conditions applicable to the use of the award funds.

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U.S. Department of Commerce
Economic Development Administration

Special Award Conditions of Financial Assistance Award
for Planning Grants under Section 203 of the
Public Works and Economic Development Act of 1965, as amended by the
Economic Development Administration Reform Act of 2004 (P.L. 108-373)

Award Number: 01-87-08391

Recipient: City of Manchester

Address: One City Hall Plaza
Manchester, NH 03101-2099

I. This award will extend from August 1, 2006 to July 31, 2007

EDA will make award payments for reimbursements and three-month advances when the Recipient submits a Request for Advance or Reimbursement (SF-270).

II. Total allowable costs will be determined at the conclusion of the award period.

III. The following reports are due on the dates indicated:

- A. Midpoint Progress Report February 28, 2007
- B. Final Progress Report August 31, 2007
- C. Financial Reporting: Financial Status Report (SF-269 or SF-269A) according to the schedule below:

<u>Period</u>	<u>Due Date</u>
August 1, 2006 to January 31, 2007	February 28, 2007
February 1, 2007 to July 31, 2007	August 31, 2007

A

Note: The second semi-annual financial report should include all expenses charged to the award. The Recipient, however, may elect to submit a separate final financial report for the entire award period no later than 90 days following the expiration of the award period.

EDA will close the award on the basis of the final financial report. EDA may, however, revise the eligible project costs based upon the audit report, if required under the Standard Terms and Conditions.

E. Submissions

All reports related to this project are to be submitted to the Federal Program Officer:

Tyrone Beach, Chief, Capacity Division
Economic Development Administration
The Curtis Center, Suite 140 S., Independence Square West
Philadelphia, PA 19106
(215) 597-7883

In addition, the Recipient will submit a copy of the Midpoint Progress Report and the Final Progress Report to the appropriate EDA Economic Development Representative.

IV. Budget:

A. Under the terms of the Award the approved budget is:

Federal Cash Contribution	\$70,000
Recipient Contribution	\$70,000
Total	\$140,000

B. Budget Categories

Direct Charges:

1. Personnel	\$26,000
2. Fringe Benefits	\$9,000
3. Contractual	\$103,000
4. Other	\$2,000
Total Direct Charges	\$140,000
Grand Total	\$140,000

A

- V. See the attached Scope of Work (Attachment A), and Authorized Staffing Plan (Attachment B).
- VI. LOCAL SHARE: The Recipient agrees to provide the Recipient's contribution for eligible project expenses in proportion to the Federal share requested for such project expenses. The Recipient also certifies that, in accepting the Financial Assistance Award, the non-federal share of the project costs is committed and is available as needed for the project and that the non-federal share is from sources which can be used as match for the project.
- VII. FEDERAL SHARE OF PROJECT COSTS: The EDA participation in total eligible project costs will be limited to the EDA grant amount or the EDA share of total allowable project costs based on the area's grant rate eligibility at the time of award, whichever is less.

A

Scope of Work

Manchester Strategic Planning Implementation - detailed planning and feasibility analyses of recommendations made in the Year 1 EDA Strategic Planning Grant Initiative:

Technology Incubator – This feasibility analysis would survey and evaluate research and development opportunity and identify the most promising areas of technology development and commercialization for a tech-based business incubator in Manchester.

Advanced Technology Research Laboratory – A feasibility analysis for this will focus on identifying and matching strategic and urgent government research and defense needs with innovative and inventive research capacity and capability in Manchester and Northern New England.

Manchester Capital Initiative – The Manchester Capital Initiative (MCI) is a program designed to facilitate the development of a reliable supply of risk capital for business start-ups and expanding companies from angel investors and venture capitalists.

Commuter Rail Facility Development & Financing – Analyze the feasibility of using innovative financing techniques (e.g. TIF Financing) to generate new incremental tax revenues capable of supporting debt service on commuter rail station development and rail bed/track improvements.

Performing Arts/Convention Center Feasibility Study – A concert and performance venue capable of seating 1,500 to 2,000 people is needed to fill the gap in market entertainment venues between the Palace Theater (Capacity – 900) and the Verizon Center (capacity - 10,000). A convention center capable of accommodating larger trade shows and conferences will further attract business meetings, support services, new visitors, local spending and increased tax revenues to the City of Manchester.

Attachment B

Award Number 01-87-08391

Authorized Staff Positions

Percentage of time to Award

Development Coordinator

40%

A

ECONOMIC DEVELOPMENT ADMINISTRATION STANDARD TERMS AND CONDITIONS

Capacity Building Programs

These Standard Terms and Conditions apply to awards of capacity building programs under the Public Works and Economic Development Act of 1965, as Amended, including the Economic Development Administration Reform Act of 1998 Pub.L. 105-393 and the Economic Development Administration Reauthorization Act of 2004 Pub.L. 108-373 (PWEDA), Sections 203, 207, and 209 (strategy grants), Federal laws, regulations, Executive Orders and OMB Circulars that apply to a previous award, except as noted in the Special Terms and Conditions, shall apply to an amendment or renewal of that award.

A. Statutory, Regulatory, Executive Order and Other Federal Requirements

Some of the terms and conditions herein contain, by reference or substance, a summary of the pertinent statutes, regulations, Executive Orders or OMB Circulars. To the extent that it is a summary, such term or condition is not in derogation of, or an amendment to, such Federal requirements. All statutes or regulations, whether or not referenced herein, are to be applied as amended on the date they are administered.

The Recipient shall comply, and require any contractors or subcontractors to comply, with PWEDA under which this award is made, the regulations issued pursuant thereto, and with all Federal, state, and local laws applicable to its undertaking and activities.

B. General Requirements

1. **USE OF CONSULTANTS/CONTRACTORS:** For all proposals and contracts where costs are expected to exceed \$100,000, the scope of work and the cost of such must be submitted to and approved by EDA prior to employment of such consultants or contractors. Recipients will ensure that any consultant or contractor paid from funds provided under this award is bound by all applicable award terms and conditions. EDA shall not be liable hereunder to a third party nor to any party other than the Recipient.

2. OTHER FUNDING SOURCES: Federal funds for this program shall not be used to replace any financial support previously provided or assured from any other source. The Recipient agrees that the general level of expenditure by the Recipient for the benefit of program area and/or program designated in the Special Terms and Conditions of this award, or any amendment or modification thereto, shall be maintained and not reduced as a result of the Federal-share funds received under this program.
3. REIMBURSEMENT FOR TRAVEL: Travel by the Recipient confined to the EDA region(s) within which that Recipient is operating and/or to Washington, D.C., for purposes related to the award, does not need prior approval, as long as approved budgeted travel funding levels are not exceeded. Travel which is not in an approved work schedule plan must have prior approval of the FPO.
4. RECIPIENT CONTRIBUTIONS: When all or part of the local share match is in-kind, the evaluation of such in-kind local share match is subject to reevaluation by EDA at any time, and any deficiency so determined by EDA shall be compensated by supplemental contributions by the Recipient as a condition for further disbursements by EDA.
5. PERFORMANCE MEASURES: The Recipient agrees to report on program performance and project outcomes in such form and at such intervals as may be prescribed by EDA in compliance with the Government Performance and Results Act of 1993. The performance measures that apply to this project are included with and made a part of the grant award package in the Special Terms and Conditions. EDA will advise the Recipient in writing, within a reasonable period prior to time of submission, in the event there are any modifications in the performance measures.



**City of Manchester
Department of Highways**

227 Maple Street
Manchester, New Hampshire 03103-5596
(603) 624-6444 Fax # (603) 624-6487

Commission


Edward J. Beleski
- Chairman
Joan Flurey
William F. Houghton Jr.
Robert R. Rivard
William A. Varkas

Frank C. Thomas, P.E.
Public Works Director

Kevin A. Sheppard, P.E.
Deputy Public Works Director

- MEMORANDUM -

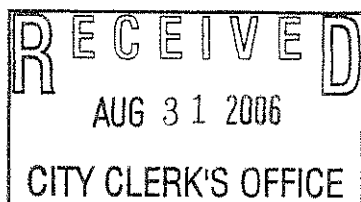
TO: Paula LeBlond – Kang
2nd Deputy City Clerk

FROM: Jay W. Davini 
Public Utilities Coordinator

DATE: August 30, 2006

RE: Sidewalk Petitions – 50/50 Program FY2007

Please submit all the Sidewalk Improvement Petitions you are currently holding to the Board of Mayor and Aldermen for approval. These sidewalks will be constructed contingent upon the availability of City funds.



B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:
MANCHESTER CITY CLERK

'06 AUG -3 P4:35

I/we, Stephen D Thomas, Cynthia Kile Thomas, the
Name(s)

owner(s) of the real estate abutting upon 1038 Chestnut St.
Street Address

Manchester, NH 03104

Description (including footage): 60 ft frontage on property
at above address to have sidewalk
reconstructed and possible 1/2 semi-circle
drive way curb reset due to widening of
said drive. - Parcel ID - 205-22

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☒ A sidewalk be reconstructed along said frontage
- ☐ Curbing be installed along said frontage
- ☒ Curbing be reset along said frontage - right side of driveway - 1/2 semi circle

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Stephen D Thomas
Owner

Cynthia Kile Thomas
Owner

1038 Chestnut St Manchester, NH 03104
Mailing Address

Phone #:

647-4347
669-1491

Date:

8-4-06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

MANCHESTER CITY CLERK

'06 AUG -4 P3:47

I/we, KAREN L. HELLER 1997 TRUST C/O
RICHARD NAULT, the
Name(s)

owner(s) of the real estate abutting upon WALNUT HILL AVE EXT.
Street Address

Manchester, NH 0310

Description (including footage): APPROX. 150' ALONG
WALNUT HILL AVE EXT. (ACCUAL ST. ADDRESS IS
415 KEARNEY CIRCLE - IT'S A STREET TO STREET
LOT.

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Master J. Pratt for Richard M. Hewitt
Owner

Owner

108 CAMPBELL STREET, MANCHESTER, NH 03104
Mailing Address

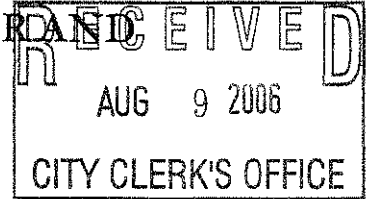
Phone #: 533-6479

Date: 8-4-06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:



I/we, PHILIP HAGOPIAN, the
Name(s)

owner(s) of the real estate abutting upon 381-383 Kelly St
Street Address

Manchester, NH 0310

Description (including footage): FRONT SIDE WALKS 50' x 1
+ Rear to Be TARED 15' x 8' 6"

desire that:

- ☒ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☐ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:


Owner

Owner

55 High Ridge Rd Manchester, NH 03107
Mailing Address

Phone #: 603 6255164

Date: 8/7/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

RECEIVED
MANCHESTER CITY CLERK

*06 AUG 10 AIO:19

I/we, Dennis Demers, the
Name(s)

owner(s) of the real estate abutting upon 377 Walnut Hill Ave.
Street Address

Manchester, NH 0310

Description (including footage): 106' on said roadway
to include curb cut

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Dennis Demers

Owner

385 Whitford St ^{Owner} Man. 03104
Mailing Address

Phone #:

867-3846

Date:

8-9-06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN: MANCHESTER CITY CLERK

'06 AUG 11 P1:32

I/we, Charles Gyne, the
Name(s)

owner(s) of the real estate abutting upon 360 Walnut Hill Ext
Street Address

Manchester, NH 0310

Description (including footage): Approximately 135 feet
of footage (does not include driveway)

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

[Signature]
Owner

Owner

360 Walnut Hill Ext. Manchester 03104
Mailing Address

Phone #:

603 622 3881

Date:

8/11/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

RECEIVED
MANCHESTER, NH

'06 AUG 21 P1:01

I/we, Greg + Barbara Ahlgren, the
Name(s)

owner(s) of the real estate abutting upon Walnut Hill Avenue Extension
Street Address

Manchester, NH 0310

Description (including footage): 320 feet along the road. we
request approximately 200 feet of granite
curbing in front of the developed portion of
the land.

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Greg Ahlgren
Owner

529 Union Street
Manchester, NH 03104

Mailing Address

Phone #:

(603) 669-6117

Date:

8/21/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

RECEIVED
MANCHESTER CITY CLERK

'06 AUG 22 AIO :40

I/we, PETER M. BREU, the
Name(s)

owner(s) of the real estate abutting upon 301 Whitford St
Street Address

Manchester, NH 03104

Description (including footage): Russell St frontage for our house -
Contact owner regarding footage

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

P M Breu

Owner

Owner

301 Whitford St Manchester, NH 03104

Mailing Address

Phone #:

647-2327

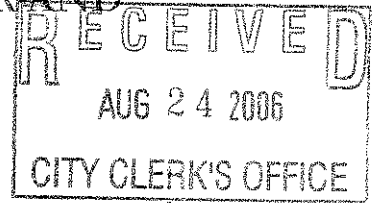
Date:

8/22/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:



I/we, Robert Laplante, the
Name(s)

owner(s) of the real estate abutting upon 438 Carter St
Street Address

Manchester, NH 0310

Description (including footage):

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☒ A sidewalk be reconstructed along said frontage
- ☐ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Robert Laplante
Owner

Owner

438 Carter St Manchester N.H.
Mailing Address

Phone #: 603-625-5380

Date: 8/23/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

MANCHESTER CITY CLERK

'06 AUG 28 P2:15

I/we, Darlene & James Conley, the
Name(s)

owner(s) of the real estate abutting upon 395 N. Bend Drive
Street Address

Manchester, NH 03104

Description (including footage): 125' frontage of property minus
driveway.

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Darlene & James Conley
Owner

395 N. Bend Drive Manchester, NH 03104
Mailing Address

Phone #:

(603) 622-5572
759-0472

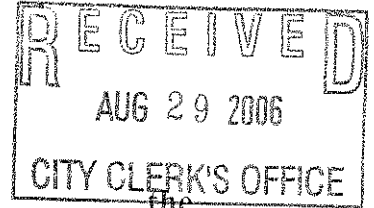
Date:

8/27/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:



I/we, Edward J & Kim A.G. Desrosiers, the
Name(s)

owner(s) of the real estate abutting upon 183-185 Young Street
Street Address

Manchester, NH 0310

Description (including footage): _____

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

[Signature] Owner
Owner

183 Young St., Manchester NH 03103
Mailing Address

Phone #:

622-7345

Date:

Aug 7, 2006

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

MANCHESTER, NEW HAMPSHIRE

06 SEP 11 P1:08

I/we, Madeline S. Hammond, the
Name(s)

owner(s) of the real estate abutting upon 100 McNeil St, Manchester 03102
Street Address

Manchester, NH 03102

Description (including footage): 24 feet in front of my house
that border the street. Facing the house, it is
located to your left.

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Madeline S. Hammond
Owner

Owner

100 McNeil St

Mailing Address

Phone #:

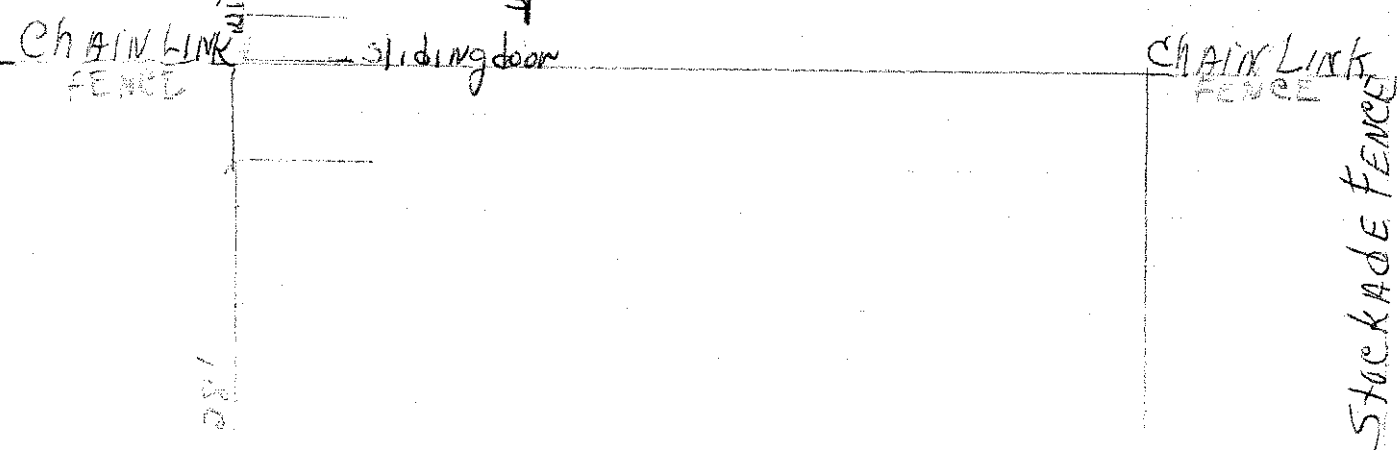
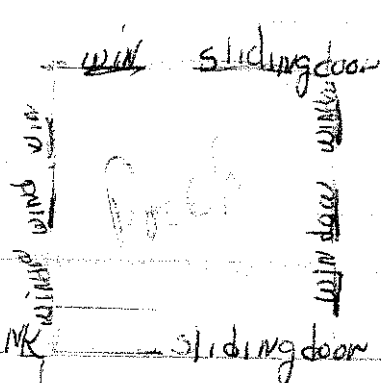
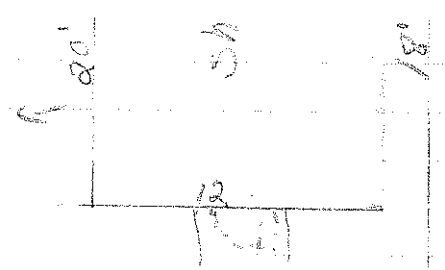
603-622-2476

Date:

Sept 11, 2006

B

SHED IS 12' FROM
GROUND



3 FRONT door shop door
STEPS

LAWN

PARKING

60'

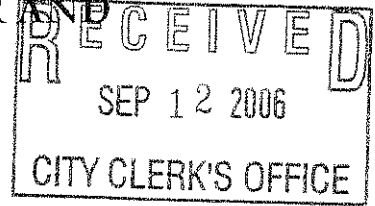
24'

100

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:



I/we, Roland & Bernice Pare, the
Name(s)

owner(s) of the real estate abutting upon 46 Mapleton Road
Street Address

Manchester, NH 03103

Description (including footage): RANCH ON 75' X 100' lot
FRONTAGE IS 75'

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Roland Pare
Owner

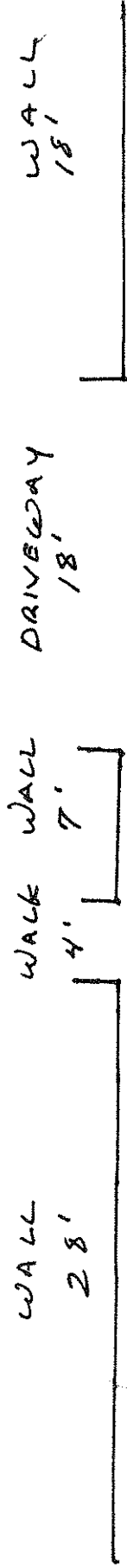
Bernice Pare
Owner

SAME
Mailing Address

Phone #: 669-2656

Date: 09-08-06

B

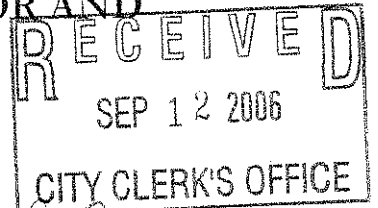


← STREET →

□ = 1 FOOT



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:



I/we, Normand E. Boudreau & Lillian T. Boudreau, the
Name(s)

owner(s) of the real estate abutting upon 67 Mapleton Rd
Street Address

Manchester, NH 03103

Description (including footage): Remove & Replace with
new (granite curb) 96 FT

Old curbing protrudes into street (1 1/2")

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed: Normand E. Boudreau
Owner

Lillian T. Boudreau
Owner

67 Mapleton Rd Manchester
Mailing Address

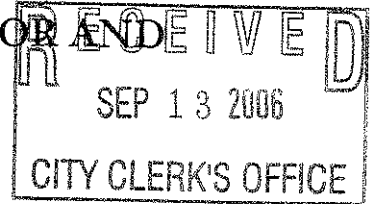
Phone #: 603 6221306

Date: 9/11/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:



I/we, FRANK P. + SHARON S. KACE, the
Name(s)

owner(s) of the real estate abutting upon 440 NORTH BEND DRIVE
Street Address

Manchester, NH 0310

Description (including footage): NORTH EAST CORNER OF
NORTH BEND DRIVE AND VASSAR ST.
LOT SIZE 125' X 100' PLUS 10' CITY
LAND ON EACH FRONTAGE. THIS DOES
NOT INCLUDE SPACE FOR DRIVEWAYS.

desire that:

* OUR NEIGHBOR GEORGE TOSATI
414 NORTH BEND DRIVE IS ALSO
APPLYING TO INSTALL
GRANITE CURBING.

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Frank P. Kace
Owner
Sharon S. Kace
Owner

440 NORTH BEND DRIVE
Mailing Address

669-2911

Phone #:

MANCHESTER
03104

Date:

9/12/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

06 SEP 14 P3:09

I/we, GARY P CATERINA, the
Name(s)

owner(s) of the real estate abutting upon 20 Delaware Ave.
Street Address

Manchester, NH 03104

Description (including footage): 2 Family on 100' x 100' Lot

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☒ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Gary P Caterina
Owner

Owner

20 Delaware Ave. Manch. NH. 03104
Mailing Address

Phone #:

669-2873 H

Date:

9-14-06

493-9175 C

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

RECEIVED
MANCHESTER
SEP 15 2006

I/we, KAREN L. HELLER 1997 TRUST, the
Name(s)

owner(s) of the real estate abutting upon 415 KEARNEY CIRCLE
Street Address

Manchester, NH 03104

Description (including footage): REPLACE, ADD RADIUS, RESET
GRANITE CURBING, ALONG 138' OF FRONTAGE -
TO INCLUDE 2 CURB CUTS FOR DRIVEWAY.
NOTE: THERE IS SOME CONCRETE CURBING WE
WISH TO REMOVE & REPLACE W/ GRANITE.

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☐ A sidewalk be reconstructed along said frontage
- ☒ Curbing be installed along said frontage
- ☒ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

Master J. Pruthi

Owner CONTRACTOR FOR OWNER

K - Heller Trustee for Heller 1997 Trust
Owner

108 CAMPBELL STREET, MANCHESTER, NH 03104
Mailing Address

Phone #:

533-6479

Date:

9-5-06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

MANCHESTER, NEW HAMPSHIRE

06 SEP 19 AM 11:42

I/we, John & Mary Ann Janigian, the
Name(s)

owner(s) of the real estate abutting upon 418-420 East High St, ~~Manchester, NH~~
Street Address

Manchester, NH 03104

Description (including footage): Duplex home with 116 feet
of frontage

desire that:

- ☐ A sidewalk be constructed along said frontage
- ☒ A sidewalk be reconstructed along said frontage
- ☐ Curbing be installed along said frontage
- ☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed:

John Janigian
Owner

Owner

66 Nolls Farm Rd, Auburn, NH 03032
Mailing Address

Phone #:

(603) 483-0135

Date:

9/19/06

B



TO THE HONORABLE BOARD OF MAYOR AND
ALDERMEN:

MANCHESTER, NEW HAMPSHIRE

'06 SEP 21 P12:48

I/we, Rachel L. Bourbeau, the
Name(s)

owner(s) of the real estate abutting upon 431 Lowell St. Manchester
Street Address

Manchester, NH 03104

Description (including footage): 5' slabs from driveway
to end of property line (garden bench/tree)
&

desire that: I be given an estimate of cost + discuss asphalt vs.
Cement Slabs
w/ King Hgway;
specifically desire
to determine best
cost regarding
re-construction.

- ☐ A sidewalk be constructed along said frontage
☒ A sidewalk be reconstructed along said frontage
☐ Curbing be installed along said frontage
☐ Curbing be reset along said frontage

hereby agreeing that if said improvement is made, I/we will pay one-half (1/2) the cost of same. I/we the undersigned request your Honorable Board to grant this petition and to direct the Public Works Director to prepare and execute the necessary agreement between said petitioner(s) and the City of Manchester and forthwith to carry out the work as specified above.

Signed: Rachel Bourbeau
Owner

431 Lowell St. Manchester, NH 03104
Mailing Address

Call ST M-F work: 626-4600
Phone # Home 668-3153

Date: 9/21/06

B



CITY OF MANCHESTER

Office of the City Clerk



Leo R. Bernier
City Clerk

Carol A. Johnson
Deputy City Clerk


Paula L-Kang
Deputy Clerk
Administrative Services

Matthew Normand
Deputy Clerk
Licensing & Facilities

Patricia Piecuch
Deputy Clerk
Financial Administration

MEMORANDUM

TO: Board of Mayor and Aldermen

FROM: Matthew Normand 
Deputy Clerk

DATE: September 28, 2006

RE: Neighborhood Enhancement Team

At the last meeting of the Board of Mayor and Aldermen on September 5, 2006, Alderman O'Neil requested an update from the Neighborhood Enhancement Team (NET). The team was reestablished by the Mayor and the Board in August during the Mayor's discussion on crime in the city and his plan to combat criminal activity. The inclusion of NET in this plan was intended to provide the City with a tool to identify on-going problems as well as potential concerns that negatively influence the quality of life within our neighborhoods. These issues may arise from either commercial or residential properties in any segment in the city.

While the team is still in its infancy, we met on August 30, 2006 and again on September 14, 2006 to establish members, define the goals, and create a method by which the team would identify and attempt to resolve concerns within the community. Though representatives from any department may be brought in to help solve an outstanding matter, primary team members include:

Matthew Normand, City Clerk
Kevin Kincaid, Police Department
Paul Allard, Fire Department
Mitch Cady, Fire Department
Tim Soucy, Health Department

Phil Alexakos, Health Department
Glenn Gagne, Building Department
Larry Caron, Building Department
Bob Neveau, Highway Department
Chris Davis, State Liquor Enforcement

The team has begun working with residents to address everything from fire code violations, health and life safety violations, building code and zoning violations, licensing and permitting violations, refuse violations, liquor law infractions, as well as noise and overcrowding nuisances. The inspection process is strictly complaint driven. Until we can generate consistent input from residents within the neighborhoods, however, team members continue to bring forward various complaints that have been unresolved within their departments.

The first round of investigations were conducted on September 20, 2006. The team investigated 12 separate locations within the city. Legal actions in the form of citations, violations, or written warnings were taken against all but one location. Violations included illegal businesses, unsafe structures, illegal parking, numerous zoning violations, trespass violations, etc... Though each address has not been completely resolved, a clear timeline has been given to each landowner and the team will remain persistent in order to achieve full compliance.

On September 27, 2006, another investigation was conducted at the Railway/Elm Street underpass between 151 and 200 Elm Street. It became apparent that a significant problem existed along the former railway when an abundance of trash was noticed during the September 20th inspection of an adjoining property. Further inspection revealed that a sizable vagrant population was utilizing the site. A huge amount of trash and solid waste that has a definite biohazardous component exists throughout. Hypodermic needles, human feces, and urine litter the entire site. Furthermore, the area is obscured with overgrown brush and trees that provide ample cover for these people to remain hidden. The area poses a formidable obstacle for NET.

The Health Department as well as the Parks and Recreation Department feel that this area is far too dangerous to be handled by any one department and that a professional company experienced in this type of site remediation should be considered immediately. As of this date, the Health Department is looking into the costs associated with a cleanup performed by an experienced company such as Clean Harbors. Additionally, the Parks and Recreation Department is attempting to determine if the State or another outside agency has any responsibility for this location, including financial assistance towards eliminating the hazardous conditions. The Board of Mayor and Aldermen may likewise have to consider contingency funding to facilitate such an effort.

Moving forward, a webpage was created for NET and went online today. The link can be found on the home page of the City's website at www.manchesternh.gov under "News/Alerts" and the "Manchester Neighborhood Enhancement Team." This link provides the public with a way to submit a complaint or concern regarding any of these quality of life issues directly to a NET team member. The complaints may also be submitted anonymously, if necessary.

If there are any questions or concerns regarding the Neighborhood Enhancement Team or the present/future activities of NET, I will be available at the next meeting of the Board of Mayor and Aldermen on October 3, 2006.

1



MANCHESTER HEALTH DEPARTMENT MONTHLY REPORT SUMMARY, AUGUST, 2006

Refugee Health Program

PROGRAM LISTING:

**Arbovirus
Surveillance &
Control**

**Chronic Disease
Prevention**

**Communicable
Disease Control**

**Community
Epidemiology**

Dental Health

**Environmental
Planning and
Pollution Control**

Food Protection

HIV Prevention

**Homeless Health
Care Project**

Immunizations

**Institutional
Inspections**

**Lead Poisoning
Prevention**

**Public Health
Investigations**

**Public Health
Preparedness**

Refugee Health

School Health

**Sexually
Transmitted
Disease Control**

**Tuberculosis
Control**

Water Quality

**Youth Health
Promotion**

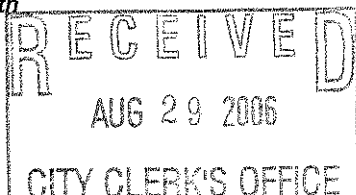
Summary of Program:

New Hampshire, including Manchester, has been receiving refugees from many countries for over 10 years. Refugees are people who are fleeing their home country due to persecution, either from their own governments directly or with the tacit permission by their home country's governments. All refugees who are being resettled in Manchester are brought through an international and national system and ultimately brought here by one of two local, non-profit refugee resettlement agencies, International Institute of New Hampshire or Lutheran Social Services of Northern New England. The Manchester Health Department coordinates with representatives from these resettlement agencies to ensure timely immunizations and limited health screenings of all newly-arriving refugees within a month of their arrival. Immunizations are given as appropriate for age and prior vaccine history. TB skin tests are performed and interpreted by Public Health Nurses. Case management that includes TB education, evaluation for the possibility of active TB, assistance with medications, and medication follow-up, is provided for anyone with a positive skin test. Children under age 16 have their lead levels screened and are checked for anemia. Vitamin supplements fortified with iron are given for children under age 6 during their first month here. MHD also has provided some basic health information in a mini-class held for the new arrivals. Topics discussed include TB, hepatitis, alcohol use, and the difference between emergency and non-emergency medical care. In addition, since fall of last year, we have been assisting refugees in the health part of their process of attaining permanent residency in the U.S., an important step for refugees as they integrate into our society. For most refugees, the Health Department physicians can serve in a limited "civil surgeon" capacity by completing a special form, the supplemental I-693, documenting immunization status for refugees and offering them vaccines as indicated. For all those services mentioned, language interpreters are used when needed.

Summary of Activities:

- 161 refugees served in FY'06
- 30% of refugees in FY06 were positive for TB infection, but none were contagious to others.
- Approximately 50% of the Public Health Nurses case load for TB case management services are refugees at any given time are for refugees
- 1370 vaccines were given to refugees in FY06 and this represented 41% of all vaccines administered. These are provided to the Health Department by the State DHHS at no charge to Manchester.
- Refugee children represented 35% to 42% of all children with lead poisoning reported in Manchester in FY05 and FY06
- 7 health orientation sessions were provided to recently-arrived refugees in FY06.
- MHD has held 10 special "I-693" clinics to facilitate immunization verification for refugees' adjustment of immigration status since October 2005 and we have served 141 refugee clients in these.

Program Notes and Trends: Manchester has been the primary resettlement site in NH, resettling 80% of all the refugees who came to the State from FY'00 to FY'04 or approximately 1600 individuals. At least 3000 persons coming to the City from 1997 to the present. The country of origin for most refugees in Manchester is Bosnia although in FY'04 and FY '05 most refugees came from Africa, especially Sudan and Somalia. In FY'06 which ended June 30, we had 161 refugees, 64 (40%) from Uzbekistan and 77(48%) from Somalia and Sudan combined. The last fiscal year was atypical compared to the years going back to fiscal year 1997 in regard to the lower total numbers of new refugees coming to Manchester City. Please see the graphs and table in the appendix for further information. It is not possible to precisely estimate future numbers of refugees, nor from which countries they will come. Much is dependent on the state of world affairs. However, preliminary reports indicate that FY'07 numbers will be similar to FY'06.



Community Activities

OPERATION MILLYARD

On August 5, 2006, the City of Manchester conducted a full-scale emergency training exercise at Arms Park in Manchester's Millyard, as well as at Catholic Medical Center, Dartmouth Hitchcock Clinic, Elliot Hospital, and the VA Medical Center. The exercise, dubbed "Operation Millyard" required responding personnel and their administrators work through a large-scale, multi-jurisdictional, multi-agency response to an emergency. The exercise provided an opportunity for all agencies that were involved to identify strengths and weaknesses in their emergency response plans. Exercises such as this strengthen our community's ability to effectively respond in the event of a true emergency.

Operation Millyard would not be possible without the support and leadership of the agencies involved in planning and executing the exercise.

Federal: Federal Emergency Management Agency; Agency for Toxic Substances and Disease Registry; Environmental Protection Agency; Occupation Safety and Health Administration.

State: NH Department of Safety, Bureau of Emergency Communication; Bureau of Emergency Management; State Police; NH Disaster Behavioral Health Response Team; NH Department of Health and Human Services, Public Health Labs; Bureau of Radiological Health; NHHN 12th Civil Support Team.

Local: American Red Cross-Manchester Chapter; Catholic Medical Center; Dartmouth-Hitchcock Clinic Manchester; Elliot Hospital; Manchester Community Health Center; Manchester Fire Department; Manchester Health Department; Manchester Police Department; Manchester Transit Authority; Massachusetts College of Pharmacy and Health Sciences; Mental Health Center of Greater Manchester; Public Service Company of NH; Rockingham Regional Ambulance; University of New Hampshire, Manchester Campus; VA Medical Center-Manchester; and the Verizon Wireless Arena.

Disease Notes

For the month of July 2006, 26 reportable communicable diseases were investigated (excluding TB, STDs/ HIV, and other outbreak investigations). Disease reports included suspected varicella, VRE, streptococcal pneumoniae, haemophilus influenza, pertussis, hepatitis A, campylobacter, lyme, salmonella, EEE/WNV, and rabies. Please note that this includes suspect cases, not all of which were probable or confirmed after subsequent investigation work.

The total number of reported diseases (excluding TB, STDs/HIV, and other specific case/outbreak investigations) in FY 2006 (July 1, 2005 to June 30, 2006) investigated by Community Health Nurses was 266. Over the past month, there were an average of 124 clients with TB case management by the 3.5 FTE's of Community Health Nurses, yielding about 36 clients being followed per CHN. There were two active TB cases and 23 clients at "high risk" for developing active TB by the State of NH criteria. To date, the Community Health Supervisor has visited 10 of 12 long-term care facilities and (one daycare) to review their procedures for TB control and prevention.

FOR MORE INFORMATION

Visit our website at <http://www.manchesternh.gov/CityGov/HLT/Home.html>, or call 624-6466

D

MAYOR'S UTILITY COORDINATING COMMITTEE

August 16, 2006

Chairman's Synopsis: New paving on Granite Street has allowed the Department of Transportation to shift traffic so that road widening can be substantially done by winter. McGregor Street watermain work is almost complete. Look for new signal installation at Foundry Street to begin right away. Emergency brook repairs are finished on Porter Street, the crew is now replacing problem sewer mains at four locations for the Highway Department. Sewer and drain work on Walnut Hill Avenue Extension now anticipated to commence in September.

~ ~ ~ ~ ~

The meeting was called to order by Peter Capano at 10:05 AM.

MANCHESTER HOUSING & REDEVELOPMENT

Ward

- #3 157 Chestnut St. – MHRA intends to relocate the offices of the Construction Division from 89 Pine St. to this property. The architectural firm of Dennis Mires, PA has been selected to design the renovations to office space. Design of renovations is in progress. Solicitation for a Construction Manager for the project has begun.
- #12 French Hall – J.P. Sercel Assoc. (Lazer design/production firm) currently renovating the property for a planned fall '06 occupancy.
- #12 Northwest Industrial Business Park – Oest Engineering continues with the permitting process. Preliminary subdivision design has been reviewed and commented on by staff. Engineers have met with utilities and have begun infrastructure design process.
- #11 Brown School – Funding for project has been approved. Staff is reviewing number of units proposed from Construction Management firms. North Branch Construction has been selected as the Construction Manager.
- #3 Jac-Pac – Continuing to look for interim use proposals. CMC has begun parking at the site.

STATE PROJECTS

- #6 Candia Road [Bypass 28-I-93] – R.S. Audley is under contract with the NH Department of Transportation for this road reconstruction project which has a two-year construction period. Construction has recommenced.

F

Ward

#11 Granite St./F.E.

Everett Trnpr Imprv.

- The NHDOT "C" contract was awarded to Middlesex Corp. of Mass. at \$28,687,750 which includes the City's work on Granite Street between Main St. and the river plus turnpike work. The Everett Turnpike abutment work is underway, the steel is up on the piers for the new south-bound lane bridge.

The City's Granite St. Bridge Contract was awarded to E.D. Swett, the low bidder at \$11.7 million. Steel is being placed for a couple of sections now. The remainder of the City's (Contract "E") Granite Street work (Commercial St. to Elm St.) will be bid in 2006.

#8 Airport Access Road

- The NH Department of Transportation's design is progressing. Building demolition is complete in Manchester. Construction is expected to begin in 2007. The project will be split into multiple contracts. HTA is designing relocation of Trolley Crossing Pump Station force main for EPD.

#8 NHDOT T-Bldg., Airport Existing Bldg. Demolition

- Cherokee Construction has begun razing of existing T-buildings owned by the Airport as part of the future Airport Access Road. Completion of work is anticipated for Sept. '06.

PLANNING/BUILDING

SUBDIVISIONS

#12 Legacy Dr.

- 11 lot subdivision located between Straw Rd. and Goffstown Road, base pavement is down, curbing is now in place.

#8 Bryant Road

- Approved for both condos (56) and single family housing (34). Construction well underway.

#12 Woodland Pond

- 77 lot subdivision for single-family homes approved with roads off Countryside Blvd. Work has begun on last phase.

1 McLane Lane

- Seven unit planned development approved by Planning Board east end of existing road.

#6 Grand View Estates

- Argeriou property – 15 homes proposed on an extension of Lindstrom Lane has Planning Board approval.

#2 Sky Meadow Way

- 4 unit planned development approved off Currier Drive, work has begun.

Ward

- #3 167/168 Silver St. - Two six-unit condos approved by Planning Board.
- #8 270 Stanton St. - 4 new lots approved by Planning Board. Utility work underway on one lot.

SITE PLANS

- #3 Chinburg - Multiple residential townhouses are under construction with two highrise towers to follow just south of Fisher Cats Stadium. Some occupancy permits have been issued.
- #5 310 Wilson St. - Shopping center rehab. – 73,000 SF, new overall 171,000 S.F. Retail building “B” occupied. “Stop n’ Shop” open. Gas pumps are open. Retail building “A” under construction.
- #2 166 LaGrange Ave. - Islamic Society Mosque foundation permit issued from Building Department.
- #12 17 Riverfront Dr. - One 5-unit condo and one 4-unit condo approved. Work is almost complete.
- #12 Front St./Hackett Hill Road - 52 Unit, six building condos. Occupancy expected soon.
- #6 25 Lakeside Dr. - Dunkin’ Donuts proposal has approval from Planning Board.
- #2 845 Mammoth Rd. - Three story, 10 unit building approved by Planning Board.
- #2 747 Mammoth Rd. - Six-unit apartments under construction.
- #6 Hobbs Way - Four houses to be built off Bridge Street Extension.
- #5 661 Bell St.
“Vista View” - Combination of 12 handicap access apartments & 26 townhouses. Construction has begun.
- #9 915 S.Mammoth Rd. - Three self-storage units has Planning Board approval.
- #7 Maple/Silver Sts. - Mill proposal to convert to housing approved by Planning Board.
- #6 Cohas Brook Estates - “Marathon Way” 31 unit planned development. Work is well underway, some occupancies granted.
- #2 978 Mammoth Rd. - “Mammoth Oaks” 8-unit planned development approved, construction has begun.
- #11 CMC - New medical office building, parking garage and walkway over McGregor St. to be built. Work has begun. Harvey Construction managing this project.

Ward

- #6 1070 Holt Ave. - Industrial building. Work is underway.
- #12 The Neighborhood @ Woodland Pond - 487 Units on 110 acres bordering Goffstown and Hooksett at Hackett Hill approved by Planning Board. Work is underway on extension of Countryside Blvd.
- #2 Currier Museum of Art - Expansion of building towards Orange St. and parking lot on the Prospect Street end has Planning Board approval. Work is underway.
- #6 1085/1095 Bodwell Rd. - Planned development, 5 bldgs. 26 units under construction.
- #8 293 Abby Rd. - 32,000 S.F. office/warehouse building for Redlon & Johnson. Work is underway.
- #6 1207 Hanover St. - Rehabilitation of existing warehouse/retail to 19,500 S.F. with loading and parking. Approved by Planning Board.
- #9 161 So.Beech St. - Four story, 29 unit apartment proposed along with conversion of church to retail space. Approved by Planning Board.
- #5 1571 S.Willow St. - Jared Jewelers converting Exxon to retail approved by Planning Board. Demolition is complete.
- #3 #73 W.Brook St. - Proposal for a 15,530 S.F. building for PSNH Call Center with parking. Work is underway.
- #3 #386 Union St. - Proposal for a 4,000 S.F. one story building to be used as a Laundromat at Lake Ave. has been approved.
- #8 #70 Keller St. - Proposal to build a 31,000 S.F. Team Nissan dealership. Approved by Planning Board.
- #3 1602 Elm St. - Rehab of gas station to convenience store almost complete.

Water Works Projects

Ward

Cleaning & Lining Project

a) Coolidge Ave. – Dexter to Cartier St.	2,330 L.F. of 8"
b) Kelley St. – Rimmon St. to Notre Dame Ave.	840 L.F. of 6" complete
c) Hevey St. – Coolidge Ave. to Kelley St.	1,900 L.F. of 6"
d) Rimmon St. – Coolidge Ave. to Kelley St.	1,770 L.F. of 6", 12"
e) Granite St. – Allard Dr. to Main St.	900 L.F. of 10" complete
f) Montgomery St. – Mason St. to Kelley St.	1,400 L.F. of 6" complete
g) Dubuque St. – Bremer St. to Kelley St.	600 L.F. of 6" complete
h) Cartier St. – Coolidge Ave. to Kelley St.	430 L.F. of 6" complete
i) Dexter St. – Montgomery St. to Coolidge Ave.	180 L.F. of 8" complete

Water Main Relays

A) W. Hillcrest – Brown Ave. easterly	860 L.F. of 6" complete
B) Spruce St. – Lincoln St. to Wilson St.	700 L.F. of 6" complete
C) Cooper St. – Donald St. southerly	380 L.F. of 6" complete
D) Belair St. – Brown Ave. westerly	310 L.F. of 6" complete
E) Quirin St. – Rimmon St. easterly	270 L.F. of 6"
F) Reed St. – Kelley St. northerly	250 L.F. of 6"
G) Cotter Ct. -	200 L.F. of 1.5"
H) Montcalm St. – Dionne Dr. easterly	150 L.F. of 2"
I) Reed St. – Bremer St. southerly	100 L.F. of 2"
J) Farmer Ln. – Candia Rd. northerly	150 L.F. of 6"
K) Brown Ave. – Relay for Airport Access Rd.	1,500 L.F. of 12"

PARKS & RECREATION PROJECTS

P&R PROJECTS - FY'07

#10 Piscataquog

Trailway, Phase III - This will involve continuation of the trail from S. Main St. to the West Side Ice Arena, continuing from where Phase II ends continuing west. This phase will be designed by VHB and awaits execution of the municipal agreement in October.

#10 Piscataquog

River, East

- A new multi-purpose athletic field is to be constructed at the end of Douglas Street. The multi-use field will be a combination of football and lacrosse athletic fields. There is a need for this athletic complex to provide a new home for the Pop Warner team on the west side and additional space for PAL lacrosse. Project will be bid in September, construction to begin in November.

#11 Gossler/

Parkside

- Currently seeking professional design services to update and improve the site containing these two school facilities for possible construction in FY '08.

E

Ward

- #9 Calef Road - Located off of Garfield Street behind the Fire Station on Calef Road. Create a passive park area in place of the tennis courts that will be removed and a playground adjacent to Garfield St. with some parking to better suit the needs of the neighborhood and deter illegal activities. Kaestle Boos Associates is in the design phase and construction is anticipated for early spring.
- #2 Weston Observatory - Weston Tower Observatory restoration needed to save the tower from further deterioration that will inevitably end up destroying the landmark if not corrected. Major improvements will include restoration of the roof, repointing of the stone, restoration of the stairs and other improvements to include some brush clearing around the Tower. Architectural Services Contract to be signed with Kurt Lauer.
- #11 West Jr. Deb Field - Currently, no nighttime field lighting exists; it has been requested to provide these utilities to allow for night games. \$75,000 has been donated to the league for the field lighting and a steel archway over the entrance to the fields. Design is currently underway. Longchamps will begin to install lights in three weeks.
- #8 Crystal Lake - The Crystal Lake Master Plan will assist the City to preserve Crystal Lake Park and the surrounding area in a manner consistent with the City's Master Plan and desired outcome of the people in the surrounding communities. We will be interviewing four consultant groups next week; the interviews will be held on Monday the 24th and Wednesday the 26th of July. Implementation of phase one (funded in FY'07) of this master plan to be implemented subsequent to completion of Master Plan.
- #3 Bakersville School - Moriece & Gary updated their original design and bidding documents for a new playground, additional parking, drainage, irrigation and basketball courts. We will be receiving construction proposals for Bakersville until Thursday, September 7th.
- #2 Hillside School - DuBois & King to update their original design for improvements/ expansion to existing athletic fields located to the west of the school.
- Valley Cemetery Rehabilitation - Continued work on the restoration of Valley Cemetery including the Pine Street Gate, Chapel, fence and update/replace miscellaneous utilities as the "Friends of Valley Cemetery" allow. Design is underway for spring construction.
- #12 Black Brook Dam - *The Department is seeking funds in the amount of \$40,000 to begin the process of removal as voted on by the Board of Mayor and Aldermen in August. We have retained the services of Dubois & King to assist us in the engineering, permitting and monitoring of the process.*

Ward

Forty percent (40%) of the anticipated costs will be in-kind services and the balance will come from a State Section 319 Grant from the N.H. Department of Environmental Services. They are working very closely and assisting us with this process. Removal is anticipated for next summer.

- #10 Bass Island - Continuing with it's due diligence towards purchasing the blacksmith shop, we are seeking \$30,000 to hire an environmental consultant to generate a report of it's findings. We are also in contact with the N.H. Department of Environmental Services for possible future Brownfields assistance when funding becomes available.

HIGHWAY DEPARTMENT PROJECTS

Construction Projects

- # 6 Candia Rd.
Dry Sewer - Sewer construction is about complete.
- #11/12 CSO-6 - Work has begun on Kelley, Bremer and Mason Streets. R.D. Edmunds of Franklin, NH. is the contractor on this \$6 million project.
- #3/5 Central St. - Street lights, sidewalks complete, paving to begin soon.
- #4/5 Merrimack St. - Lincoln to Wilson – drainage complete. Base pavement placed. Curb installation has begun.
- #5 Spruce St. - Lincoln to Wilson – City started drainage work. Verizon has not begun relocation/replacement of old wooden duct bank. Road excavation started.
- #11 Dover St. - Replace sewer this year.
- #3 Chestnut St. - Sidewalks from Hanover St. to Manchester St.
- #1,5,7 Infrastructure Improvements - Boston St., Cedar St., Roy Ave., Cox St. bids opened, awarded to Park Construction. Work to begin in August.
- #5 Spruce St. - Reconstruction of Wilson – Hall St., in Spring '07.
- #5 Central St. - Lincoln – Wilson reconstruction – Spring 2007.
- #4/5 Laurel St. - Lincoln to Wilson – Street Reconstruction Spring 2007.
- #5 Cedar St. - Wilson to Belmont – Summer of 2007.
- #5 Belmont St. - Massabesic to Spruce – St. Reconstruction, Summer 2007.

Ward

- #5/7 Jewett St. - Young to Massabesic – Sewer replacement, Spring 2007.
- #1 Walnut Hill Ave. - Sewer/Drain Constr. - R.D. Edmunds to begin construction in August.
- #10 Poor/Schiller St. - CSO Project. Park Construction to begin construction in September 2006 on this \$5 million, 18-month project.
- #8 Crescent Rd. - *CSO will be bid in Jann.'07. Construction to begin in summer, 18 month project.*

MANCHESTER AIRPORT

- #8 Runway 6 - Runway 6 reconstruction ongoing. Contractor awarded Continental Paving, Inc. Completion set for Fall 2006.
- #8 Aerohex Hangars - Rehabilitation of hangars in the northeast area of the airport. Site work designed by CLD. Construction to begin this Summer 2006.
- #8 Runway 24 Safety Area Extn. across S. Willow St. - Design work has begun for multiple project associated with the extension of the Runway 24 Safety Area. Construction is slated for 2007.
- #8 De-Icer Fluid Management - Project is under a design/build contract to Weston. Construction is anticipated this Fall.
- #8 Sand/Salt Storage Facility - Kinsman Corp., Inc. of Hooksett, NH has begun project. Completion Fall '06.
- #8 Sand Equipment Bid - Next to Airfield Maintenance on Kelley Ave. Project awarded to Kinsman Corp. Project is underway.
- #8 Summit Packaging #16 Ammon Rd. - Building is out for bid for demolition. Bid opening 9/1/'06. Razing of building scheduled for 2006.
- #8 Meggit Avionics #10 Ammon Rd. - Building is out for bid for demolition. Bid opening 9/1/'06. Razing of the building scheduled for 2006.
- #8 FAA Existing ATCT #8 Ammon Rd. - The tower is removed down to the main buildings' roof line. Lavallee/Bresinger are the designers.

Ward

#8 FAA Aircraft Traffic

Control Tower (ATCT) - Construction substantially complete. Facility scheduled to be operational in August of 2006.

KEYSPAN ENERGY DELIVERY

CSO

a) Cartier St. – Bremer St. to Kelley St.	500 L.F. of 4"	Complete
b) Youville St. – Bremer St. North to end of Main St.	220 L.F. of 4"	Complete
c) Montgomery St. – Bremer St. North to end of Main St.	1,015 L.F. of 2"	Complete
d) Notre Dame Ave. – Notre Dame at Kelley St.	125 L.F. of 4"	
e) Kelley St. – Dubuque St. to Reed Street	1,080 L.F. of 8"	
f) Bremer St. – Hevey St. to Alsace St.	Tie Ins	Complete
g) Hevey St. – Montgomery St. to Kelley St.	700 L.F. of 6"	Complete

State of NH-D.O.T.

a) Candia Rd. – I93 to Proctor Road	2,050 L.F. of 8"
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System Reinforcement

a) Linden St. – 249 Linden St. to North St.	400 L.F. of 6"	Complete
b) Taylor St. – Holley Ave. to Villa St.	225 L.F. of 6"	
c) Sagamore St. – Union St. to Walnut St.	270 L.F. of 8"	
d) Taylor @ Valley St. -	Convert to high-pressure main	
e) Ash St. @ Currier Museum of Art		
f) Spruce St. – Wilson to Hall		

PSNH

- #3 Merrimack St. - Need to add transformer to existing network duct due to increased downtown load, scheduled after July 4th.
- #11 CMC - Line crews in McGregor, Putnam, Foundry streets for another three weeks, mostly on Foundry Street.
- #12 Countryside Blvd. - *The Neighborhood @ Woodland Pond, underground power this Fall.*

MANCHESTER TRAFFIC DEPARTMENT

- #3 Auburn St. @ Chestnut St. - Almost complete.
- #8 Goffs Falls Rd./ Beatrice St. - *Signals to be installed.*

VERIZON

- #6 Candia Rd. – Massabesic Circle to I-93. Cable relocation underway. Complete from Circle to Hanover St. Complete in June.
- #5 Spruce St. – Lincoln to Wilson conduit replacement to accommodate Highway Department reconstruction work. Will install conduit on north sidewalk through Wilson St. intersection – to begin in July.
- #11 CMC – Installing new conduit on McGregor Street from Citizen's Bank to Foundry St. 150' this summer.

NEXT MEETING: The next MUCC meeting has been scheduled for Wednesday, September 20th 2006 at 10: 00 AM in the **Conference Room, second floor, at the Manchester Water Works.**

Attended Contact List

x	Ms. Janet Kelliher	PSNH	882-5894 X5230
	Mr. Karl Franck	Building Dept.	624-6475
	Mr. Jay Davini	Manchester Highway Dept.	624-6444
x	Mr. Guy Chabot	Manchester Water Works	624-6494
	Mr. Chris Blue	Fire Department	669-2256
	Mr. Mike Venti	Airport Authority	624-6539 X318
x	Mr. Jody Rivard	Manchester Fire Dept.	669-2256
x	Mr. Chuck Deprima	Parks & Recreation Dept.	624-6565 X315
	Mr. Terry Harlacher	Planning Department	624-6450
x	Ms. Betty Hackett	Verizon	645-2713
	Mr. Paul Shea	Keyspan	231-4970
	Mr. Mike Jolin	MHRA	624-2111
	Mr. Tim Dent	Comcast	679-5695 X1013
x	Mr. Jim Hoben	Traffic Department	624-6580
x	Mr. Alan Poullos	Keyspan	231-6415
	Mr. Ed Berthiaume	Verizon	645-2703
x	Mr. John Williams	Fire Department	669-2256

NOTE: NEW projects for the month will be *italicized/bold* printed.

**MANCHESTER
TRANSIT AUTHORITY**

110 ELM STREET, MANCHESTER, NH 03101-2799
TELEPHONE (603) 623-8801
FAX (603) 626-4512



JOHN H. TRISCIANI, CHAIR
JOSEPH J. DESELLE, VICE CHAIR
PETER ESCALERA
MAUREEN A. NAGLE
CAROL WILLIAMS

DAVID SMITH
EXECUTIVE DIRECTOR

August 30, 2006

Mr. Leo Bernier, City Clerk
City of Manchester
One City Hall Plaza
Manchester, NH 03101

Dear Leo,

The MTA Commissioners held a monthly Commission Meeting on Tuesday, August 29, 2006. Enclosed are the approved Minutes of the July 25, 2006 Commission Meeting, and the Financial and Ridership Reports for the month of July 2006.

The next scheduled Commission Meeting will be Tuesday, September 26, 2006 at 5:00 PM.

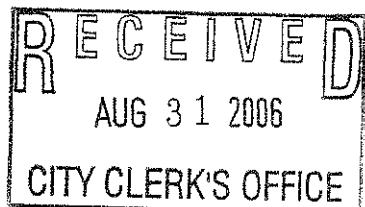
If you should have any questions, please feel free to contact me at extension 612.

Very truly yours,

David Smith
Executive Director

DS:cr

Enclosures



F

**MANCHESTER
TRANSIT AUTHORITY**

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JOHN H. TRISCIANI, CHAIR
JOSEPH J. DESELLE, VICE CHAIR
PETER ESCALERA
MAUREEN A. NAGLE

DAVID SMITH
EXECUTIVE DIRECTOR

Manchester Transit Authority

July 25, 2006 Commission Meeting

MEMBERS PRESENT:

Chairman John H. Trisciani
Vice Chairman Joseph J. Deselle
Commissioner Peter Escalera
Commissioner Maureen A. Nagle

PERSONNEL PRESENT:

David Smith, Executive Director
Karyn Bennett, Assistant Executive Director
William J. Cantwell, Supt. of Administration

1. a. Chairman TRISCIANI called the meeting to order at 5:15 PM.
- b. **Primex Presentation.** SMITH introduced Senior Consultant Nick Manolis and Risk Management Services Consultant Monica Panait from Primex, our workers compensation carrier. SMITH explained Primex has begun the process of educating their insured's and their Board members on risk management. Mr. Manolis explained what risk management and organizational risk culture is. He stated the better his clients perform, their rates will go down, and if a company wants to save money they must be attentive to their risks. He said the MTA transports 425,000 transit customers per year, 7,500 school students per day, and employs 133 people, which involves a lot of risk. Ms. Panait explained how she got started working on MTA risk management. She said the MTA has formed a Safety Committee comprised of Union and management members with Primex helping guide the committee. The committee has reviewed the frequency and severity of occurrences over the last four years. Slips and falls were the most

F

common. She was pleased with the way this committee is working together. The Union is just as interested as management in making the workplace safer. One of the procedures this committee wants to accomplish is implementing an "Incident Review Policy" so when someone gets injured a supervisor will go to the site and implement corrective action. She said the MTA has to start small, but will get big results. The Safety Committee set an initial goal to reduce the accident frequencies by 25%, has started to come up with a plan, and is still developing this plan as a work in progress. Mr. Manolis and Ms. Panait thanked the Board for allowing them to speak and indicated they would return in the fall. SMITH said over the past several years staff has been focused on safety and improving our experience. By improving our experience we can improve our workers compensation rate. In 2003 the experience rate rose based on a 3-year risk period to 1.65% and we are determined to drive it below 1%.

- c. **Minutes of June 27, 2006 Commission Meeting.** NAGLE made a motion to approve the Minutes of June 27, 2006 Commission Meeting as presented.

Seconded by DESELLE. All Commissioners in favor.

MANAGEMENT REPORTS

2. a. **Financial Report for June 2006.** NAGLE made a motion to approve the Financial Report for June 2006. Seconded by DESELLE.

Transit Operation: CANTWELL reported revenue was \$52,391 (20.37%) more than budget. Operational revenues from farebox and ticket sales were \$4,293 (17.89%) more than budget. Farebox was \$3,670 more than budget and averaged \$770 per service day. The most significant variances for the month were sale of fuel to the City and exceeding the amount of federal subsidy. The federal subsidy

was higher due to advertising income exceeding the 1985 level of advertising by \$41,000. He said we are allowed by the fed's to generate an additional \$20,000 in federal subsidy without an explanation. Transit expenses were \$32,018 within the budget. The most significant variances were Fringe Benefits for health/dental insurances, transit operator and mechanic sick wage utilization, and Materials and Supplies for fueling of MTA and City department vehicles.

School Operation: CANTWELL reported revenue was \$10,429 (3.94%) more than budget. School charters were less than budget for the month of June, but the year-to-date charter revenue exceeded the budget by \$5,500. The fuel adjustment clause to the School District was \$18,267 which offset our overage in fuel expense by 57%. School expenses were \$1,363 (0.67%) less than budget. School labor was high against the budget because there were 16 days of payroll against 11 days in the budget. Year-to-date the school bus division has generated a surplus of \$192,000 which will be transferred to the school bus replacement account.

SMITH explained historically any surplus over and above the budget level goes into the school bus account to purchase school buses. We have not been able to keep up with fleet replacement in the past couple of years because the School District has been very effective in negotiating rates with no capital costs. This year the School District went to the City for CIP money to support replacement of ten school buses, but the buses were not included in the CIP. ESCALERA asked how much a school bus cost. SMITH replied about \$60,000 and has a 10-year effective life span. He said we have some buses that are 16 years old and

TRISCIANI commented that is only possible because of the excellent maintenance program.

The Income Statement was reviewed. TRISCIANI commented on the overtime wages. SMITH stated the budget for the month was 7.1% and we ran into overtime hours of about 8.1% against the budgeted hours due to high sick utilization during the month.

The check register was reviewed. SMITH explained payment to Devine Millimet was for services rendered in preparation for arbitration, Trapeze payment was for the paratransit software, and the large payment to Ferdinando Insurance is a portion of the premium payment for vehicle insurance with the remaining balance to be paid over a six-month period.

The Accounts Receivable was reviewed. CANTWELL reported there is over \$10,000 in the over 30 day account, with \$4,000 of that amount from ticket sales to NH Employment Security Division. The Accounting Secretary is continuing to pursue payment of overdue school invoices. All Commissioners in favor of approving June 2006 Financial Report.

b. **Operations Reports for June 2006.**

Transit-School Report:

Transit: BENNETT reported training has begun on the Trapeze StepSaver scheduling software which should be on-line in August. On June 28th she met with staff members from Easter Seals, Manchester Senior Center, STS, and Manchester Housing to discuss a grant awarded to Easter Seals promoting senior ridership on public transit and attendance at the Senior Center. There is concern that when the Center moved from Hanover Street to the west side a lot of senior

citizens stopped going because they don't know how to get there. They will coordinate with the Senior Center to conduct travel training classes. She hired three spare transit operators during the month and the Training Coordinator started a training class on June 26th. She explained that spare transit operators are part-time school bus operators desiring to become full-time operators.

School: BENNETT reported on the success of the June 14th employee picnic.

There were 200 employees and their family members in attendance. She expressed her gratitude to Vice Chairman Deselle and his wife Carol, Paul Beauregard, and Dave Smith for "manning" the grills. BENNETT reported during the month the New Hampshire School Transportation Association (NHSTA) hosted their annual school bus rodeo. The MTA had two employees in the competition and several staff members judging.

Transit Statistics Ridership Report: SMITH compiled the ridership report stating he is comfortable with the June transit ridership, but not confident with the year-to-date numbers reported. He reported there was a 5.34% passenger increase as compared to June 2005, even though there were 22 weekdays this year against 21 last year. He reported weekday totals were up 9.5%, while other categories were down. Although he did not verify year-to-date figures, he doesn't feel a 16% increase is correct.

Maintenance Report: BEAUREGARD reported during the month they did six PM's (preventive maintenance). There were two E&H and one transit road calls. They were two hours in overtime during the month and no on-the-job injuries. SMITH reported the mechanics started working on the installation of the catalytic mufflers furnished by an EPA grant. He explained we were funded by the State to

install forty mufflers on our older school buses and they recently gave us money for six additional mufflers. This project will be completed before school starts.

NEW BUSINESS

3. a. Award Contract to Gillig Corporation for Purchase of Three (3) Transit

Buses. SMITH explained he received a price offer from the Gillig Corporation for the option to purchase three buses. He said we issued a contract to Gillig last year based on an option given to us by Bridgeport, CT. Bridgeport had signed up for more buses than they could buy and were willing to transfer their options to the MTA for 2005 and 2006. In 2005 we had an option for four buses and in 2006 an option for five buses. We needed nine buses for the three year period; 2005, 2006 and 2007. In 2007 the price difference will also include a new EPA engine emissions regulation. The total cost proposed to the MTA is \$297,440; which includes the cost of the engine changes, \$6,875. SMITH recommended the Board approve issuing a purchase order for three Gillig, 30' heavy-duty transit buses. NAGLE made a motion to purchase three buses per SMITH's recommendation. Seconded by DESELLE. All Commissioners in favor. There was discussion about an unfavorable editorial printed in the NH Union Leader regarding fuel consumption of transit buses. SMITH explained the editor he spoke to didn't ask enough questions; if he had, SMITH would have explained the vans for our dial-a-ride service only get miles per gallon similar to buses. ESCALERA commented Manchester is growing and all types of people are coming into Manchester as well as a lot of good businesses. With the price of fuel in the future, he feels transit will play a major role in Manchester. He sees appealing transit buses with advertisements and people are going to want to use

transit. He read that Union Leader article and feels the writer doesn't want Manchester to wake up. NAGLE asked if SMITH could do a rebuttal in response to the editorial. SMITH responded he made a call to the person he talked to and has not received a response.

b. **Award Contract to Northern Bus Sales for Purchase of One (1) ADA Van.**

SMITH explained last year we purchased two ADA paratransit vans to replace two of the three 2000 vans; these vans have 150,000 miles on them. We are funded in the CIP for one van and have an option under last years' purchase for another van for the amount of \$51,822; a \$500 increase from last years' price. SMITH recommended purchasing one van through this option. DESELLE made a motion to purchase one van from Northern Bus Sales per SMITH's recommendation. Seconded by NAGLE. All Commissioners in favor. SMITH explained this purchase would replace the last older paratransit van. We will have a new fleet of StepSaver vans, two 2005, two 2006 vans on order, and this purchase of one van.

OLD BUSINESS

4. a. **Status – Comprehensive Operations Analysis (COA).** SMITH introduced SNHPC's Chief Planner Tim White and proceeded to explain the COA process. He said last year SNHPC put this project in their Transportation Plan for the year as part of their Work Program. Since SNHPC is supporting transit development in the community and larger communities in the region, they needed to support MTA first to make sure we are operating effectively. SNHPC did a request for proposal and selected KKO Consultants to perform this study. KKO Consultants has since been purchased by Edwards & Kelcey. Elements of the study included

passenger surveys where all passengers were asked to respond not only to their demographic information but also to their travel information, what their most frequent trip making is, and what kind of improvements would they like to see the system make. Ridership counts and running times were monitored by SNHPC interns during the same two weeks the surveys were taken. At the end of their survey they were able to produce a "snap shot" of ridership on every trip.

SMITH said they began this project with certain objectives. They knew if there were consolidations and reductions in service, compromises would have to be made to provide the most effective service for our customers and to create an easy to understand and easy to use system. He said the consultants' work is complete, but there is still work for the MTA.

Tim White said the COA process was the first step of their Regional Transit Feasibility Study. They needed to assure the existing MTA system was operating as efficiently as possible before they could look at ways of potentially regionalizing the system. He said it is very important that we are able to travel into other towns. SNHPC is taking a very close look at the issue of funding and attempting to identify dedicated sources of funding for the MTA. They want to be sure that the service will always be around and will be holding conversations with some neighboring communities to find out their level of interest in having MTA service in their communities. They have received some very positive feedback already about the possibility of expanding MTA services to some of the outlying towns. WHITE stated SNHPC has enjoyed working with the MTA on this study and look forward to future portions of the study that they will be working on once the COA is in place.

SMITH summarized the recommended changes made by Edwards and Kelcey and explained the concept of efficiency and effectiveness. He said all buses currently operate on an inter-line basis (bus will go from one route to the next) in a sequential fashion which maximizes efficiency but causes some problems in effectiveness. He said many of our routes are from 45 to 60 minutes in duration. The cost for service hour is maximized by rotating the buses because it doesn't give the driver the opportunity to stop, so there is no opportunity if a bus is running late for it to recover its schedule. In the recommendations report, the consultant talks about these kinds of on-time performance problems. The recommendations have some trade-off in terms of seeking greater effectiveness at the cost of some loss of efficiency. They have planned in every instance to provide some recovery time so when a bus is running late the operator has opportunity to recover that time with a short layover in the downtown area or at the end of the line. SMITH explained in recent years traffic has increased in Manchester and the old running times are no longer effective. One additional focus is to maximize transfer opportunity thus maximizing the number of buses meeting in the downtown area to facilitate a transfer. The consultant recognized we have some routes that are stronger and need greater frequency. There is trade-off in terms of reduction or eliminations of service either in unproductive areas, or on unproductive routes, or on unproductive days, and the investment in service is to improve the routing and the schedules by straightening routes and increasing the service hours for some routes.

#1 – Airport – The recommendation is to eliminate this service. There may be a way to continue providing service to those who were riding without dedicating

this bus to them. The Goffs Falls or So. Willow buses could cover some of that service.

#2 – Lake/Hanover – The specific change is to straighten the route. It serves East Side Plaza with a loop that goes out to Massabesic Lake and has service that occasionally goes into East Industrial Park Drive. The recommendation is to move the East Industrial Park Drive service to the Page Elliot and serve it on every trip. They need to study about getting service on Saturday's to this route.

#3 – Goffs Falls – The changes are minor. It involves modification of routing downtown to get the bus going in the right direction. The service hours would drop about two hours a day.

#4 – Page/Elliot – Recommendations are significant. The route deviates down to Auburn Street, makes a deviation on Belmont Street and Old Falls Road, travels out Spruce Street back into Lake Ave, and serves the Elliot Hospital then East Side Plaza. One of the objectives was to be able to serve East Industrial Park consistently throughout the day and provide consistent service to East Side Plaza. The consultant is recommending we straighten the route traveling along Spruce St., return on Lake Avenue to eliminate the looping, and going straight into East Side Plaza, and extend out on every trip to East Industrial Park. The consultant also recommends discontinuing Saturday service. SMITH said this elimination has to be carefully reviewed. TRISCIANI voiced his concerns about eliminating the Candia Road loop. BENNETT explained the ridership numbers were very low in that area and we should increase ridership by traveling into East Industrial Park all day. SMITH stated he would pull out that data and report to the Board.

#5 – Pinard/Bremer - SMITH explained this route and the #6 Gossler /St.

Anselm route operate mostly the same routing that takes in the entire west side of Manchester; one goes clockwise and the other counter clockwise. The recommendation is to discontinue this service.

#6 – Gossler/St. Anselm – The recommendation is to keep the same alignment along Bremer and Kelley Streets and we will have to study their routing recommendation to determine if it is appropriate routing. SMITH said extending service into Goffstown to service Shaw's and Hannaford's would serve the public well. Since extending into Goffstown would benefit our passengers and Goffstown, we would need to talk to the town about subsidy.

#7 – VA Hospital – The recommendation is to straighten this route to operate outbound and inbound along Bridge Street, north on Belmont, Smyth Road to VA Hospital, south on Mammoth where ridership is relatively strong, then out to Edward Roy Drive and Dartmouth Hitchcock and return by the same alignment.

#8 – So. Willow – The consultant recommends operating both ways on Union Street to simplify this service. The consultants' recommendation of going outbound on Central Street will be looked at because it would ignore ridership from the two elderly high-rises on Chestnut Street. SMITH said we will also need to focus on the bus stop at Wal*Mart to make it safer and more convenient.

#9 – DW Highway –This is the DW Highway and River Road alignment. The route would operate on the same streets in both directions; Elm to River Road, to Carpenter, to Union, to Campbell and into the North Side Plaza and back onto Union to Southern NH University.

#10 – Valley/Weston – The recommendation is to straighten out this route. There will be no changes along Valley and Wilson Streets continuing out on Somerville to Jewett St. and heading south. The recommendation is to operate both inbound and outbound along Huse Road. Ridership along Huse Road is light, but traveling along So. Willow would be duplicating service. TRISCIANI asked if we were going to start going into Stop'n Shop on Valley Street. SMITH replied we will but are waiting for the final paving to be done in the parking lot.

#11 – Front Street – SMITH explained the drivers could not do the 45 minute round trip running time on this route. Changing the running time to one hour permits us to restore confidence in the English Village Road and Country Club Drive areas. Presently this bus goes into the English Village Road complex outbound in the morning then into the complex inbound in the afternoon. There will be no significant changes on this route but will allow the bus to go into the complex on the inbound and outbound trips. ESCALERA asked if this bus would be going into the Target complex in Hooksett. SMITH said our recommendation is not to extend service into Hooksett Crossing at this time. It is a difficult area to serve because the stores are far apart, there are no side walks so we would have to stop in front of every establishment and the running time for that is prohibitive in one hour.

#12 – So. Beech - Consultant is proposing limited changes on this route. They are proposing looping onto Merrimack St., south on Pine St., to east on Central St. They are also proposing to eliminate service to Hesser College. Their first recommendation was to move Hesser College service to the Goffs Falls route

since there might be time in that route to service them, but based on ridership there may not be a reason and we are still considering.

#13 – Bedford Mall – SMITH explained these changes are significant. SMITH talked about the various loops and different travel directions in the morning and afternoon. We presently serve Hannaford's and Wal*Mart on the outbound trips only. The consultant is recommending removing the Bedford Commons loop. Since ridership on Boynton Street is light, the recommendation is to operate along Main Street where the commercial activity is. This service would operate both directions on Main Street and into Hannaford's and Wal*Mart in both directions and serve the Bedford Mall, eliminating the inbound loop through Bedford Commons. The recommendation is to extend out to the new Target/Lowe's complex. Since Bedford provides local subsidy for the service we provide in their town that is one of the reasons we should be talking to Goffstown and any other jurisdiction we might enter because Bedford has been a good supporter of transit over the years. There is enough running time to do the Target/Lowe's because the route will be changed to a 1 hour running time.

Implementation Steps SMITH explained before we implement service changes, he wants to bring in the Customer Service Committee to critique the process. The drivers are very effective with knowing who will be affected by changes. SMITH explained on trips that are either lost or changed, we need to explore solutions for those who might otherwise be without transportation and that includes the airport service, service in southwest Manchester area, service along DW Highway, and any of those alignments that we might be taking service away from. We need to insure that the routing makes sense and need to verify running times. The

consultant estimated running times from the data that was gained during the ride checks from the interns provided by SNHPC. We need to look at the recommendations for interlined routes; the consultant is recommending paring of certain routes north and south. We need to prepare schedules and do a run cut, or driver assignment. We need to do driver assignments before we go any further in implementing the routes because we need to understand what manpower costs will be. When we look at the final assignment we may find a need to change service a little bit to make it work efficiently, we may also find opportunity to provide service that we did not otherwise provide. We would need to submit the final plan to the Board of Mayor and Aldermen and submit it for public review and conduct a public hearing. We will also need to meet with Goffstown, Bedford, Shaw's, Hannaford's, and Bedford's Target store in order to make sure we have the necessary agreements and support. We need to identify shelters and bus stops that would be effective and to determine what work we need to do to replace or remove bus stops or shelters that are affected. We will also be changing some of the route names. He is estimating the process of implementation would take about 3 to 4 months. TRISCIANI asked if we need to do only one public hearing. SMITH replied yes, but we may decide to do a public hearing on different sides of town. ESCALERA asked if there would be a personnel number change. SMITH feels there will likely be an increase in personnel since we are building in recovery time on most of the routes.

OTHER BUSINESS

5. a. **Date for Next Meeting.** Tuesday, August 29, 2006.

With no further business to come before the Board, ESCALERA made a motion to adjourn the meeting at 7:35 PM. Seconded by NAGLE. All Commissioners in favor.

F



Transit

July 2006

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**Manchester Transit Authority
Income Statement Transit
For the Month Ending July 31, 2006**

	Current	Budget	YTD	YTD Budget	YTD Net Change
Farebox Revenue					
Farebox Revenue	\$19,294.82	\$16,568.00	\$19,294.82	\$16,568.00	\$2,726.82
Adult Fares	2,259.00	2,300.00	2,259.00	2,300.00	(41.00)
Adult Monthly Fares	330.00	2,300.00	330.00	2,300.00	(1,970.00)
Senior Citizens Fares	820.00	1,000.00	820.00	1,000.00	(180.00)
Senior Citizen Monthly Fare	785.50	1,250.00	785.50	1,250.00	(464.50)
Disabled Rider Fare	1,460.00	1,750.00	1,460.00	1,750.00	(290.00)
Student Fares	187.50	100.00	187.50	100.00	87.50
Total Farebox and Tickets	25,136.82	25,268.00	25,136.82	25,268.00	(131.18)
Shuttle and Excursions					
Shopping Shuttle	1,260.00	1,260.00	1,260.00	1,260.00	
Excursion Revenue	931.50	1,200.00	931.50	1,200.00	(268.50)
Total Shuttle and Excursions	2,191.50	2,460.00	2,191.50	2,460.00	(268.50)
Other Revenue					
Sale of Fuel to City Departments	37,824.40	25,625.00	37,824.40	25,625.00	12,199.40
Sale of Maintenance Service to City	1,807.32	2,000.00	1,807.32	2,000.00	(192.68)
Advertising Revenue-Bus	4,221.75	5,500.00	4,221.75	5,500.00	(1,278.25)
Rental of Inncity Terminal		800.00		800.00	(800.00)
Sale of Scrap Materials	186.35		186.35		186.35
Interest Income	1,058.09	750.00	1,058.09	750.00	308.09
Photo Picture ID Revenue	22.00	25.00	22.00	25.00	(3.00)
Other Non-Transp. Revenue		41.00		41.00	(41.00)
Total Other Revenue	45,119.91	34,741.00	45,119.91	34,741.00	10,378.91
Total Operational Income	72,448.23	62,469.00	72,448.23	62,469.00	9,979.23
Operating Assistance					
City of Manchester	91,666.67	93,263.17	91,666.67	93,263.17	(1,596.50)
Town of Bedford	3,400.00	3,400.00	3,400.00	3,400.00	
State of New Hampshire	29,260.00	29,260.00	29,260.00	29,260.00	
Federal Operating Subsidy	132,896.00	124,916.67	132,896.00	124,916.67	7,979.33
Total Operating Assistance	257,222.67	250,839.84	257,222.67	250,839.84	6,382.83
Total Revenue	329,670.90	313,308.84	329,670.90	313,308.84	16,362.06
Expenses					
Labor					
Transit Operator Wages	68,466.89	55,050.00	68,466.89	55,050.00	13,416.89
Transit Operator Overtime Wages	6,165.67	8,083.00	6,165.67	8,083.00	(1,917.33)
StepSaver Operator Wages	7,719.79	11,031.00	7,719.79	11,031.00	(3,311.21)
StepSaver Operator Overtime Wages	820.93	2,021.00	820.93	2,021.00	(1,200.07)
Mechanic Wages	13,279.07	11,860.00	13,279.07	11,860.00	1,419.07
Mechanic Overtime Wages	357.93		357.93		357.93
Transp. Admin Wages	9,289.92	8,842.00	9,289.92	8,842.00	447.92
Transp. Admin Overtime Wages	927.47	175.00	927.47	175.00	752.47
Maint. Admin Wages	3,850.21	3,418.00	3,850.21	3,418.00	432.21
General Admin Wages	5,979.13	5,794.00	5,979.13	5,794.00	185.13
Gen. Admin Overtime Wages	155.17	83.00	155.17	83.00	72.17
Total Labor	117,012.18	106,357.00	117,012.18	106,357.00	10,655.18

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Manchester Transit Authority
Income Statement Transit
For the Month Ending July 31, 2006

	<u>Current</u>	<u>Budget</u>	<u>YTD</u>	<u>YTD</u> <u>Budget</u>	<u>YTD</u> <u>Net Change</u>
Fringe Benefits					
Health Insurance Expense	\$50,815.88	\$56,526.00	\$50,815.88	\$56,526.00	(\$5,710.12)
Dental Insurance Expense	1,651.18	1,247.00	1,651.18	1,247.00	404.18
Life Insurance Expense	621.84	672.00	621.84	672.00	(50.16)
Pension Expense	6,810.00	6,370.00	6,810.00	6,370.00	440.00
FICA Expense	10,353.80	10,768.00	10,353.80	10,768.00	(414.20)
Worker's Compensation	4,912.56	4,740.00	4,912.56	4,740.00	172.56
Transit Operator Vacation Wages	631.72	10,400.00	631.72	10,400.00	(9,768.28)
Transit Operator Holiday Wages	3,975.16	3,770.00	3,975.16	3,770.00	205.16
Transit Operator Sick Wages	2,069.29	2,828.00	2,069.29	2,828.00	(758.71)
Mechanic Vacation Wages	1,978.18	1,341.00	1,978.18	1,341.00	637.18
Mechanic Holiday Wages	1,032.28	1,176.00	1,032.28	1,176.00	(143.72)
Mechanic Sick Wages	1,548.89	90.00	1,548.89	90.00	1,458.89
Transp. Admin Vacation Wages	1,213.06	1,188.00	1,213.06	1,188.00	25.06
Transp. Admin Holiday Wages	1,197.84	835.00	1,197.84	835.00	362.84
Transp. Admin Sick Wages	1,137.52	251.00	1,137.52	251.00	886.52
Maint. Admin Vacation Wages	369.13	756.00	369.13	756.00	(386.87)
Maint. Admin Holiday Wages	524.84	302.00	524.84	302.00	222.84
Maint. Admin Sick Wages		91.00		91.00	(91.00)
Gen Admin. Vacation Wages	1,226.12	708.00	1,226.12	708.00	518.12
Gen. Admin Holiday Wages	937.55	466.00	937.55	466.00	471.55
Gen. Admin Sick Wages		140.00		140.00	(140.00)
Transit Uniform Allowance	1,130.22	779.00	1,130.22	779.00	351.22
Maintenance Uniform Allowance	622.34	1,704.00	622.34	1,704.00	(1,081.66)
Tool Allowance	417.50	117.00	417.50	117.00	300.50
License Reimbursement	70.00	112.00	70.00	112.00	(42.00)
Burden Adjustment	(8,733.20)	(14,807.00)	(8,733.20)	(14,807.00)	6,073.80
Total Fringe Benefits	86,513.70	92,570.00	86,513.70	92,570.00	(6,056.30)
Services					
Management Consultant	14,822.78	12,375.00	14,822.78	12,375.00	2,447.78
Commissioner Expense	408.37	83.00	408.37	83.00	325.37
Legal Expense		667.00		667.00	(667.00)
Service Bureau	1,033.93	450.00	1,033.93	450.00	583.93
Security Service	120.40	83.00	120.40	83.00	37.40
Outside Advertising	2,337.78	417.00	2,337.78	417.00	1,920.78
Driver and Criminal Record	420.00		420.00		420.00
Drug & Alcohol Testing	1,195.00	333.00	1,195.00	333.00	862.00
Pre-Employment Medical		83.00		83.00	(83.00)
Janitorial Service and Supplies	536.05	658.00	536.05	658.00	(121.95)
Bank Service Charges	690.26	625.00	690.26	625.00	65.26
Total Services	21,564.57	15,774.00	21,564.57	15,774.00	5,790.57
Materials and Supplies					
Fuel Operations	24,022.31	18,410.00	24,022.31	18,410.00	5,612.31
Sale of Fuel to City Departments	37,308.87	25,000.00	37,308.87	25,000.00	12,308.87
Maintenance Parts	7,028.92	9,871.00	7,028.92	9,871.00	(2,842.08)
Purchase Discounts	(101.50)	(250.00)	(101.50)	(250.00)	148.50
Tires Expense	218.30	1,283.00	218.30	1,283.00	(1,064.70)
Oil and Grease	187.41	301.00	187.41	301.00	(113.59)
Maintenance Supplies	390.51	786.00	390.51	786.00	(395.49)
Body Shop Supplies	321.63	443.00	321.63	443.00	(121.37)
Hazardous Materials	171.06	123.00	171.06	123.00	48.06
Outside Parts and Labor	50.00	42.00	50.00	42.00	8.00
Repairs-Inner City Terminal		250.00		250.00	(250.00)

Manchester Transit Authority
Income Statement Transit
For the Month Ending July 31, 2006

	<u>Current</u>	<u>Budget</u>	<u>YTD</u>	<u>YTD</u> <u>Budget</u>	<u>YTD</u> <u>Net Change</u>
Repairs-Building and Grounds	\$1,985.83	\$1,093.00	\$1,985.83	\$1,093.00	\$892.83
Repairs-Shop Equipment	238.36	197.00	238.36	197.00	41.36
Repairs-Radio Equipment		42.00		42.00	(42.00)
Repairs-Office Equipment	540.09	275.00	540.09	275.00	265.09
Office Supplies	317.21	917.00	317.21	917.00	(599.79)
Transit Schedules and Tickets		<u>1,000.00</u>		<u>1,000.00</u>	<u>(1,000.00)</u>
Total Materials and Supplies	72,679.00	59,783.00	72,679.00	59,783.00	12,896.00
Utilities					
Electricity	1,463.19	1,500.00	1,463.19	1,500.00	(36.81)
Natural Gas	42.66	50.00	42.66	50.00	(7.34)
Telephone	863.41	665.00	863.41	665.00	198.41
Water	<u>148.25</u>	<u>152.00</u>	<u>148.25</u>	<u>152.00</u>	<u>(3.75)</u>
Total Utilities	2,517.51	2,367.00	2,517.51	2,367.00	150.51
Insurance					
Public Liability Insurance	10,882.00	10,881.00	10,882.00	10,881.00	1.00
Other Liability	<u>1,091.74</u>	<u>1,090.00</u>	<u>1,091.74</u>	<u>1,090.00</u>	<u>1.74</u>
Total Insurance	11,973.74	11,971.00	11,973.74	11,971.00	2.74
Other Expenses					
Dues and Memberships	75.00	83.00	75.00	83.00	(8.00)
Tolls and Parking	75.00		75.00		75.00
Training and Meetings	(28.73)	292.00	(28.73)	292.00	(320.73)
Grievance Expense		38.00		38.00	(38.00)
Depreciation	<u>36,000.00</u>	<u>36,000.00</u>	<u>36,000.00</u>	<u>36,000.00</u>	
Total Other Expenses	36,121.27	36,413.00	36,121.27	36,413.00	(291.73)
Total Expenses	348,381.97	325,235.00	348,381.97	325,235.00	23,146.97
Net Income (Loss)	<u>(18,711.07)</u>	<u>(11,926.16)</u>	<u>(18,711.07)</u>	<u>(11,926.16)</u>	<u>(6,784.91)</u>

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School

July 2006

**Manchester Transit Authority
Income Statement School
For the Month Ending July 31, 2006**

	<u>Current</u>	<u>Budget</u>	<u>YTD</u>	<u>YTD Budget</u>	<u>YTD Net Change</u>
Student Transportation					
Pupil Contract		\$163,096.00		\$163,096.00	(\$163,096.00)
Special Needs		12,704.00		12,704.00	(12,704.00)
Total Student Transportation		175,800.00		175,800.00	(175,800.00)
School Charter					
Student Fieldtrips	9,386.15	5,000.00	9,386.15	5,000.00	4,386.15
Total School Charters	9,386.15	5,000.00	9,386.15	5,000.00	4,386.15
Other Revenue					
Interest Income	222.55	100.00	222.55	100.00	122.55
Total Other Revenue	222.55	100.00	222.55	100.00	122.55
Total Operational Income	9,608.70	180,900.00	9,608.70	180,900.00	(171,291.30)
Expenses					
Labor					
School Operator Wages	10,879.08	6,994.00	10,879.08	6,994.00	3,885.08
School Operator Overtime Wages		233.00		233.00	(233.00)
Mechanic Wages	5,744.36	8,242.00	5,744.36	8,242.00	(2,497.64)
Transp. Admin Wages	4,814.24	8,517.00	4,814.24	8,517.00	(3,702.76)
Transp. Admin Overtime Wages		407.00		407.00	(407.00)
Maint. Admin Wages	2,259.10	2,925.00	2,259.10	2,925.00	(665.90)
General Admin Wages	3,031.15	4,413.00	3,031.15	4,413.00	(1,381.85)
Gen. Admin Overtime Wages	4.44	53.00	4.44	53.00	(48.56)
Total Labor	26,732.37	31,784.00	26,732.37	31,784.00	(5,051.63)
Fringe Benefits					
Health Insurance Expense	326.95		326.95		326.95
Dental Insurance Expense	444.55		444.55		444.55
FICA Expense	1,208.52	1,802.00	1,208.52	1,802.00	(593.48)
Worker's Compensation	3,559.44	283.00	3,559.44	283.00	3,276.44
School Uniform Allowance	(29.99)	342.00	(29.99)	342.00	(371.99)
Tool Allowance	381.50		381.50		381.50
License Reimbursement	240.00	167.00	240.00	167.00	73.00
Burden Adjustment	8,733.20	14,808.00	8,733.20	14,808.00	(6,074.80)
Total Fringe Benefits	14,864.17	17,402.00	14,864.17	17,402.00	(2,537.83)
Services					
Management Consultant	14,842.79	12,375.00	14,842.79	12,375.00	2,467.79
Commissioner Expense	408.37	83.00	408.37	83.00	325.37
Legal Expense		667.00		667.00	(667.00)
Service Bureau	1,090.42	675.00	1,090.42	675.00	415.42
Security Service		125.00		125.00	(125.00)
Outside Advertising	79.35	1,250.00	79.35	1,250.00	(1,170.65)
Driver and Criminal Record	1,069.00		1,069.00		1,069.00
Drug & Alcohol Testing	355.00	917.00	355.00	917.00	(562.00)
Pre-Employment Medical	195.00	583.00	195.00	583.00	(388.00)
Janitorial Service and Supplies	516.04	658.00	516.04	658.00	(141.96)
Bank Service Charges	90.50	42.00	90.50	42.00	48.50

**Manchester Transit Authority
Income Statement School
For the Month Ending July 31, 2006**

	<u>Current</u>	<u>Budget</u>	<u>YTD</u>	<u>YTD Budget</u>	<u>YTD Net Change</u>
Total Services	\$18,646.47	\$17,375.00	\$18,646.47	\$17,375.00	\$1,271.47
Materials and Supplies					
Fuel Operations	1,429.91	1,929.00	1,429.91	1,929.00	(499.09)
Maintenance Parts	2,020.67	600.00	2,020.67	600.00	1,420.67
Tires Expense	410.00	169.00	410.00	169.00	241.00
Oil and Grease	273.79	34.00	273.79	34.00	239.79
Maintenance Supplies	395.48	547.00	395.48	547.00	(151.52)
Body Shop Supplies	211.61	308.00	211.61	308.00	(96.39)
Hazardous Materials		85.00		85.00	(85.00)
Outside Parts and Labor		42.00		42.00	(42.00)
Repairs-Building and Grounds	176.30	824.00	176.30	824.00	(647.70)
Repairs-Shop Equipment	165.64	137.00	165.64	137.00	28.64
Repairs-Radio Equipment		42.00		42.00	(42.00)
Repairs-Office Equipment	47.91	225.00	47.91	225.00	(177.09)
Office Supplies	352.55	750.00	352.55	750.00	(397.45)
School Schedules and Tickets		333.00		333.00	(333.00)
Total Materials and Supplies	5,483.86	6,025.00	5,483.86	6,025.00	(541.14)
Utilities					
Electricity	1,197.15	1,305.00	1,197.15	1,305.00	(107.85)
Natural Gas	34.91	100.00	34.91	100.00	(65.09)
Telephone	110.99	502.00	110.99	502.00	(391.01)
Water	121.30	115.00	121.30	115.00	6.30
Total Utilities	1,464.35	2,022.00	1,464.35	2,022.00	(557.65)
Insurance					
Public Liability Insurance	14,487.00	14,499.00	14,487.00	14,499.00	(12.00)
Other Liability	911.42	917.00	911.42	917.00	(5.58)
Total Insurance	15,398.42	15,416.00	15,398.42	15,416.00	(17.58)
Other Expenses					
Dues and Memberships		167.00		167.00	(167.00)
Tolls and Parking	21.50		21.50		21.50
Training and Meetings	522.18	375.00	522.18	375.00	147.18
Grievance Expense		38.00		38.00	(38.00)
Depreciation	21,000.00	21,000.00	21,000.00	21,000.00	
Total Other Expenses	21,543.68	21,580.00	21,543.68	21,580.00	(36.32)
Total Expenses	104,133.32	111,604.00	104,133.32	111,604.00	(7,470.68)
Net Income (Loss)	(94,524.62)	69,296.00	(94,524.62)	69,296.00	(163,820.62)

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Commissioners Memorandum

To: Commissioners
 From: John Huber, Operations Planning Manager
 Date: August 24, 2006
 Re: Transit Ridership Report – July 2006



Routes	July		% Change	FYTD			
	Weekdays	2006		FY 2006	FY 2007	% Change	
	Saturdays	20 5		20 5			
Airport- Route #1		822	852	3.65%	822	852	3.65%
Lake-Hanover St. Route #2		2135	2,571	20.42%	2,135	2,571	20.42%
Goffsfalls Route #3		1601	1,276	-20.30%	1,601	1,276	-20.30%
Page-Elliot Route #4		1913	1,786	-6.64%	1,913	1,786	-6.64%
Pinard-Bremer Route #5		1059	1,171	10.58%	1,059	1,171	10.58%
Gossler-St. Anselm Route #6		1940	2,131	9.85%	1,940	2,131	9.85%
VA Hospital Route #7		2488	2,471	-0.68%	2,488	2,471	-0.68%
So. Willow Route #8		3863	3,340	-13.54%	3,863	3,340	-13.54%
DW Highway-River Rd. Route #9		2231	2,220	-0.49%	2,231	2,220	-0.49%
Valley-Weston Rd. Route #10		3854	3,192	-17.18%	3,854	3,192	-17.18%
Front St. Route #11		1825	1,566	-14.19%	1,825	1,566	-14.19%
So. Beech Route #12		3323	2,891	-13.00%	3,323	2,891	-13.00%
Bedford Mall Route #13		4667	4,264	-8.64%	4,667	4,264	-8.64%
UPass Riders - NHCTC			128		0	0	
Vista Shuttle		440	188	-57.27%	440	188	-57.27%
Hannaford Shuttle		694	570	-17.87%	694	570	-17.87%
Stop & Shop Shuttle			196			196	
VERIZON SHUTTLE		73	0	-100.00%	73	0	-100.00%
(number of events)		1	1	0.00%			
Weekday Fixed Route Totals		32,928	30,852	-6.30%	32,928	30,852	-6.30%
Saturday Fixed Route Totals		3,262	4,637	42.15%	3,262	4,637	42.15%
MTA Specials & Excursions		148	77		148	77	
Fixed Route Weekday Average		1,646	1,543	-6.30%	1,646	1,543	-6.30%
Total Transit Passengers Served		36,338	35,489	-2.34%	36,338	35,489	-2.34%
Total StepSaver Passengers Served		714	805	12.75%	714	805	12.75%

The attached graph shows system-wide ridership trends.

John Huber
 Operations Planning Manager

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**MANCHESTER
TRANSIT AUTHORITY**

110 ELM STREET, MANCHESTER, NH 03101-2799
TELEPHONE (603) 623-8801
FAX (603) 626-4512



JOHN H. TRISCIANI, CHAIR
JOSEPH J. DESELLE, VICE CHAIR
PETER ESCALERA
MAUREEN A. NAGLE
CAROL WILLIAMS

DAVID SMITH
EXECUTIVE DIRECTOR

September 27, 2006

Mr. Leo Bernier, City Clerk
City of Manchester
One City Hall Plaza
Manchester, NH 03101

Dear Leo,

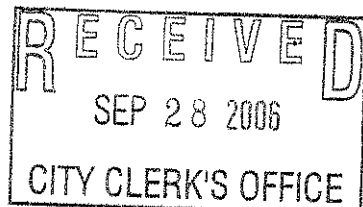
The MTA Commissioners held a monthly Commission Meeting on Tuesday, September 26, 2006. Enclosed are the approved Minutes of the August 29, 2006 Commission Meeting, and the Financial and Ridership Reports for the month of August 2006.

The next scheduled Commission Meeting will be Tuesday, October 31, 2006 at 5:00 PM.

If you should have any questions, please feel free to contact me at extension 612.

Very truly yours,

David Smith
Executive Director



DS:cr

Enclosures

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**MANCHESTER
TRANSIT AUTHORITY**

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FAX (603) 626-4512



JOHN H. TRISCIANI, CHAIR
JOSEPH J. DESELLE, VICE CHAIR
PETER ESCALERA
MAUREEN A. NAGLE
CAROL WILLIAMS

DAVID SMITH
EXECUTIVE DIRECTOR

Manchester Transit Authority

August 29, 2006 Commission Meeting

MEMBERS PRESENT:

Chairman John H. Trisciani
Vice Chairman Joseph J. Deselle
Commissioner Maureen A. Nagle
Commissioner Carol Williams

MEMBER ABSENT:

Commissioner Peter Escalera (excused)

PERSONNEL PRESENT:

David Smith, Executive Director
Karyn Bennett, Assistant Executive Director
William J. Cantwell, Supt. of Administration
John Huber, Operations Planning Manager
Paul Beauregard, Shop Manager

1. a. Chairman TRISCIANI called the meeting to order at 5:00 PM.
- b. TRISCIANI suspended the regular order of business to welcome Carol Williams to the Board of Commissioners and introduced John Huber, Operations Planning Manager.
- c. **Minutes of July 25, 2006 Commission Meeting.** NAGLE made a motion to approve the Minutes of July 25, 2006 Commission Meeting as presented.
Seconded by DESELLE. All Commissioners in favor.

MANAGEMENT REPORTS

2. a. **Financial Report for July 2006.** DESELLE made a motion to approve the Financial Report for July 2006. Seconded by NAGLE.

Transit Operation: CANTWELL reported revenue was \$16,713 (5.33%) more than budget. Farebox, ticket sales, and shuttle revenues were \$400 less than

budget. Farebox income averaged \$780 per day. The significant income variance was sale of fuel to the City which was over budget by \$12,550 because unleaded fuel was \$2.60 per gallon and we budgeted \$2.00 per gallon. Expenses were \$23,147 (7.12%) more than budget. The significant variance was related to operator labor for training of spare transit operators and labor for Hampton Beach shuttle. Services were over budget because we re-bid the liability/vehicle insurances, bus stop sign project, and printing of schedules this year. The federal operating subsidy was over budget because we incurred more expenses than budgeted and earned \$8,000 more in subsidy from the Federal Transit Administration. SMITH explained because we made the fleet change that expense should not be borne by the advertising agency and MTA agreed to pay for production of the signs. Materials and Supplies were over budget because of the fuel costs to both MTA and City.

School Operation: CANTWELL reported school charter revenue was \$4,386 over budget. Total school expenses were \$7,471 (6.69%) less than budget. He explained the difficulty evaluating the school budget during summer because there is little operational activity, but when school starts the budget model will begin providing accurate monthly results.

The school income statement was reviewed with CANTWELL reporting July and August are confusing because there is little activity during those months but we still incur expenses throughout the twelve months. SMITH explained in prior years it would take several months to catch up to the budget model because we bore all summer expenses for training, summer school, and school work during the month of September before payment of services in October. SMITH

explained under the new contract we now bill the Manchester School District in twelve equal monthly payments rather than ten.

The check register was reviewed. TRISCIANI questioned the uniform purchases and tool allowances. CANTWELL explained the full-time affiliated employees have a uniform allowance and go to McGill's for their purchases and we get billed directly from the store. The mechanics are reimbursed directly because they purchase their own tools and boots. During the month SMITH stated we purchased six transit buses and explained that purchase is offset by a Federal grant drawdown. We also purchased new photo identification equipment.

The Accounts Receivable was reviewed. TRISCIANI commented on the unpaid NH Employment Security invoices and questioned the Bureau of Rail and Transit receivable. CANTWELL responded NH Employment Security receives a consignment of tickets and the Bureau of Rail and Transit is a state grant for \$29,260 that was invoiced during the month.

All Commissioners in favor of approving July 2006 Financial Report.

b. **Operations Reports for June 2006.**

Transit-School Report:

Transit: BENNETT reported dispatchers are still training on the Trapeze Software Program for paratransit and will be going live after the Labor Day holiday. She reported that since the Verizon shuttle was discontinued in July, we have not received any negative feedback.

School: BENNETT reported a spare operator was promoted to full-time on July 1st. Seon Design did a live demonstration of their digital camera system at our facility this month. Barbara Gagne from the School District attended. BENNETT

hopes to purchase these cameras soon to help with discipline problems on the buses. School bus operator training began on July 10th with five students in attendance and another class with three students started on July 31st. A spare dispatcher was hired to replace a dispatcher promoted to full-time. BENNETT commended her dispatchers for working zealously covering work when they were short one spare dispatcher and another dispatcher was out on extended medical leave.

Transit Statistics Ridership Report: SMITH reported ridership on the fixed route service was 35,049 and StepSaver was 805 passengers. Ridership on the fixed route system was down about 2% against the same month last year and StepSaver ridership was up significantly over last year. He doesn't believe the increase StepSaver ridership is a trend. He reported the statistics report of trips sampled were 100% on-time (not running early and no more than 5 minutes late,) the complaint rate was normal, and miles per road call were almost 20,000 miles (unheard of in this industry.) SMITH questioned BEAUREGARD regarding the discrepancy of inspections completed and inspections due. BEAUREGARD explained the reason the numbers are unusual is because when the new buses arrived, there was no mileage, they were inspected, so they are considered unscheduled inspections.

Maintenance Report: BEAUREGARD reported during the month they did three E&H inspections and school bus inspections. There were three transit road calls and no buses towed during the month. Overtime was higher than normal due to the retirement of one mechanic and vacations being covered. There were no on-the-job injuries. His department worked on seven city vehicles and the six new

transit buses were put into service. TRISCIANI asked about the warranty work on the 35' Orion buses. BEAUREGARD explained the status of the two buses; with one bus still being worked on. Detroit Diesel is having trouble preventing this bus from smoking; they put in a new turbo, changed the fender, changed valves and the bus is still smoking.

NEW BUSINESS

3. a. **Ratify Approval of FY 2007 Disadvantaged Business Enterprises Program (DBE).** CANTWELL explained in order for a firm to be DBE eligible, they have to be a woman or minority-owned business with a net worth of less than \$750,000. Every year the FTA mandates we set a goal for the forthcoming year. This year we intend to spend 3% of our net eligible federal funds on DBE's. He stated Alternate Transit Advertising accounts for 95% of our DBE goal. SMITH explained CANTWELL sets this goal based on the DBE's in our region, history, and types of expenses we have. SMITH explained the opportunities for spending with DBE's in NH are very limited because we don't do highway work, construction, or engineering; we buy fuel and parts. CANTWELL stated DBE expenses could be uniforms, consultant fees, legal fees, advertising, repairs to the building and grounds, and marketing expenses. Materials and supplies (fuel, parts, oil, grease, tires) could also be purchased through potential DBE's. CANTWELL explained we are going to spend \$3,421,000 in expenses, of that amount only \$757,000 is eligible; our goal is 3% (\$22,711) of that amount will be spent on DBE vendors. NAGLE made a motion to approve the FY 2007 DBE Program. Seconded by DESELLE. All Commissioners in favor.

b. **Route Changes – Bedford Mall and Front Street.**

Bedford Mall: BENNETT explained we run two separate routes on the Bedford Mall line. One run travels hourly to Macy's from 7:00 AM to 5:00 PM, and then we have two buses that travel beyond Macy's to Car Component Technology (CCT) at 6:25 AM and 2:20 PM. She explained that since CCT closed in December 2005 there hasn't been much activity on these two runs, just activity specifically for a landscaping company. After much discussion, it was decided to eliminate the two CCT runs and add a 6:00 AM Bedford Mall bus so the few passengers riding the 6:25 AM CCT bus can get off at locations the Bedford Mall run covers. TRISCIANI asked if the Bedford Town Manager has been contacted. SMITH explained he talked to Karen White last week specifically about CCT; apparently the original owners who sold CCT have bought it back and have plans to start up sometime next year and will also be expanding the building about 100,000 square feet.

Front Street: BENNETT explained the Front Street bus goes into NH Community Technical College (NHCTC) outbound in the morning from 6:50 AM to 11:50 AM and inbound in the afternoon from 12:50 PM to 6:05 PM. The bus is having problems in the parking lot with cars illegally parked, difficulty exiting onto Front Street, and construction beginning on Friday making it difficult for the bus to get in and out of the college. After much discussion, ROGERS, SMITH, and she are recommending not servicing into the college. She explained at least two or three times a month a bus cannot maneuver in the parking lot and requires help backing out. TRISCIANI instructed an MTA representative set up a meeting with the new President. He understands they are going to build a road with a cul-

de-sac to get delivery trucks and the buses to travel behind the building for deliveries and a bus stop. NAGLE understands the parking issues, has been observing buses coming into the parking area, and has not seen any problems. She said Ms. Paula Amato and Mr. Jim Warner are the contact people to speak to about illegally parked cars. Mr. Warner is the new security person. What they are going to do is ticket or tow illegally parked vehicles. BENNETT said right now there is no solution, the public has been notified, and service into the college should discontinue September 5th. TRISCIANI reiterated meeting with the President, not her staff. SMITH will contact her tomorrow.

- c. **2006/2007 School Start-up.** BENNETT explained the Approved Private Schools (APS) started today without problems. The public schools start on September 6th. We currently have seventy-five active school bus operators. One list operator is locked into one full AM/PM run and three are locked into PM only runs. We have four people training and should be testing over the next couple of weeks. She explained 95% of the school operators chose the same school runs they had last year. This year the School District is handling ticket sales for the yellow high school buses. In the past our drivers sold the tickets, now the students can purchase them in the school cafeteria. The schools will be selling yellow tickets strictly for school buses and we will be selling the green tickets for the transit buses. The yellow tickets cannot be used on a transit bus because the School District is receiving that revenue. BENNETT talked about some of the personal attention drivers would do in the past at the request of parents to stop a bus in front of their homes. She explained the School District is enforcing their policy this year for central bus stop locations where everyone will wait at one bus stop,

not in front of their houses. Congregating the students at one stop will allow us to operate more effectively and efficiently. One of the new penalty provisions in the contract is if a driver alters a bus route without going through the proper channels, we will receive a \$50.00 penalty. The School Transportation Coordinator Barbara Gagne was present at our drivers meeting and spoke about several new provisions in the school contract. Also, when a school changes times during their charter they will be assessed a penalty if that change causes the bus to be late returning to the schools for school-to-home pickup. BENNETT stated post cards were mailed to students' homes indicating bus stop location, time of pick-up, and the bus number. HUBER stated pamphlets have also been given to the high schools so when a student registers, school personnel will hand the pamphlet to the student with high school busing information.

OLD BUSINESS

4. a. **Status – Comprehensive Operations Analysis (COA).** SMITH explained street work must be completed to follow-up with the final COA report. He presented the final report to SNHPC's Technical Advisory Committee and Metropolitan Planning Organization. He will schedule a presentation of the final recommendations to the Aldermanic Board and a public hearing will be necessary. Besides the street work, they will be involved in meetings with Goffstown and Bedford town managers, Target/Lowe's, Shaw's, and Hannaford's. They also need to finalize the routes and interlines, do the running times, write the schedules, and do run cuts.

NON PUBLIC SESSION

5. a. Non Public Session Per RSA 91-A:3, II. (e). At 6:20 PM NAGLE made a motion to go into non public session per RSA 91-A:3, II. (e) to discuss Union contract negotiations. Seconded by DESELLE. All Commissioners present in favor. At 6:45 PM, on a motion by NAGLE, seconded by DESELLE, with all Commissioners present in favor, non public session adjourned. TRISCIANI announced no motions were made during this session.

OTHER BUSINESS

6. a. Complaint Letter. TRISCIANI asked for an explanation regarding the letter sent to Mr. Douglas Murphy. SMITH replied Mr. Murphy purchased a discounted 10-ride ticket with his MTA ID card, but he refuses to show the ID card when he boards the bus. Mr. Murphy feels since he already showed his ID for the purchase, he shouldn't have to show it again when he boards the bus. SMITH answered the letter stating once he purchases the ticket he could give it to anybody. Mr. Murphy sent the ticket back to us in protest of our policy so we reimbursed him his \$5.00 and referenced the fact that it is our policy.
- b. SMITH explained that last Thursday he was invited to participate in a "Get out to Vote" campaign in Sullivan County. They have a very active Transit Advisory Committee and a small transit system centered around the Community Action Agency. They have one fixed route and a large paratransit fleet that operates in Sullivan, Belknap, and Grafton Counties. There were people and Legislators from all over the State present. SMITH attended with one of the new buses to support them during this event. Representatives from the UNH Institute on Disabilities presented results of their transit study which was very well received.

People in the audience spoke about how much they needed the bus in their rural communities. The message that was communicated to the Legislators and candidates was public transit is important not just in urban areas, but it is important throughout the state.

- c. **Date for Next Meeting.** Tuesday, September 26, 2006.

With no further business to come before the Board, WILLIAMS made a motion to adjourn the meeting at 6:47 PM. Seconded by NAGLE. All Commissioners in favor.



Transit

August 2006

F

Manchester Transit Authority
Income Statement Transit
For the Two Months Ending August 31, 2006

	<u>Current</u>	<u>Budget</u>	<u>YTD</u>	<u>YTD</u> <u>Budget</u>	<u>YTD</u> <u>Net Change</u>
Farebox Revenue					
Farebox Revenue	\$19,899.28	\$16,568.00	\$39,194.10	\$33,136.00	\$6,058.10
Adult Fares	2,121.00	2,300.00	4,380.00	4,600.00	(220.00)
Adult Monthly Fares	4,015.00	2,300.00	4,345.00	4,600.00	(255.00)
Senior Citizens Fares	1,095.00	1,000.00	1,915.00	2,000.00	(85.00)
Senior Citizen Monthly Fare	875.00	1,250.00	1,660.50	2,500.00	(839.50)
Disabled Rider Fare	1,794.22	1,750.00	3,254.22	3,500.00	(245.78)
Student Fares	305.00	100.00	492.50	200.00	292.50
Total Farebox and Tickets	30,104.50	25,268.00	55,241.32	50,536.00	4,705.32
Shuttle and Excursions					
Shopping Shuttle	1,380.00	1,260.00	2,640.00	2,520.00	120.00
Excursion Revenue	1,837.50	1,200.00	2,769.00	2,400.00	369.00
Total Shuttle and Excursions	3,217.50	2,460.00	5,409.00	4,920.00	489.00
Other Revenue					
Sale of Fuel to City Departments	39,541.04	25,625.00	77,365.44	51,250.00	26,115.44
Sale of Maintenance Service to City		2,000.00	1,807.32	4,000.00	(2,192.68)
Advertising Revenue-Bus	7,480.90	5,500.00	11,702.65	11,000.00	702.65
Rental of Inncity Terminal		800.00		1,600.00	(1,600.00)
Sale of Scrap Materials	129.33		315.68		315.68
Interest Income	363.44	750.00	1,421.53	1,500.00	(78.47)
Photo Picture ID Revenue	34.00	25.00	56.00	50.00	6.00
Other Non-Transp. Revenue		25.00		66.00	(66.00)
Total Other Revenue	47,548.71	34,725.00	92,668.62	69,466.00	23,202.62
Total Operational Income	80,870.71	62,453.00	153,318.94	124,922.00	28,396.94
Operating Assistance					
City of Manchester	91,666.67	93,263.17	183,333.34	186,526.34	(3,193.00)
Town of Bedford	3,400.00	3,400.00	6,800.00	6,800.00	
State of New Hampshire			29,260.00	29,260.00	
Federal Operating Subsidy	132,835.00	124,916.67	265,731.00	249,833.34	15,897.66
Total Operating Assistance	227,901.67	221,579.84	485,124.34	472,419.68	12,704.66
Total Revenue	308,772.38	284,032.84	638,443.28	597,341.68	41,101.60
Expenses					
Labor					
Transit Operator Wages	59,323.02	61,350.00	127,789.91	116,400.00	11,389.91
Transit Operator Overtime Wages	7,929.84	9,027.00	14,095.51	17,110.00	(3,014.49)
StepSaver Operator Wages	7,996.08	12,458.00	15,715.87	23,489.00	(7,773.13)
StepSaver Operator Overtime Wages	544.50	2,257.00	1,365.43	4,278.00	(2,912.57)
Mechanic Wages	9,314.96	13,639.00	22,594.03	25,499.00	(2,904.97)
Mechanic Overtime Wages	1,523.08		1,881.01		1,881.01
Transp. Admin Wages	10,981.41	10,168.00	20,271.33	19,010.00	1,261.33
Transp. Admin Overtime Wages	616.58	175.00	1,544.05	350.00	1,194.05
Maint. Admin Wages	3,249.63	3,931.00	7,099.84	7,349.00	(249.16)
General Admin Wages	5,967.19	6,663.00	11,946.32	12,457.00	(510.68)
Gen. Admin Overtime Wages	226.11	83.00	381.28	166.00	215.28
Total Labor	107,672.40	119,751.00	224,684.58	226,108.00	(1,423.42)

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Manchester Transit Authority
Income Statement Transit
For the Two Months Ending August 31, 2006

	Current	Budget	YTD	YTD Budget	YTD Net Change
Fringe Benefits					
Health Insurance Expense	\$47,357.45	\$52,626.00	\$98,173.33	\$109,152.00	(\$10,978.67)
Dental Insurance Expense	1,297.49	1,247.00	2,948.67	2,494.00	454.67
Life Insurance Expense	618.20	672.00	1,240.04	1,344.00	(103.96)
Pension Expense	5,010.00	6,370.00	11,820.00	12,740.00	(920.00)
FICA Expense	12,580.08	11,012.00	22,933.88	21,780.00	1,153.88
Worker's Compensation	4,914.00	4,756.00	9,826.56	9,496.00	330.56
Transit Operator Vacation Wages	7,974.71	10,400.00	8,606.43	20,800.00	(12,193.57)
Transit Operator Holiday Wages	544.36	1,885.00	4,519.52	5,655.00	(1,135.48)
Transit Operator Sick Wages	1,720.26	2,828.00	3,789.55	5,656.00	(1,866.45)
Mechanic Vacation Wages	1,585.40	1,341.00	3,563.58	2,682.00	881.58
Mechanic Holiday Wages	245.56	1,176.00	1,277.84	2,352.00	(1,074.16)
Mechanic Sick Wages		90.00	1,548.89	180.00	1,368.89
Transp. Admin Vacation Wages	1,045.43	1,188.00	2,258.49	2,376.00	(117.51)
Transp. Admin Holiday Wages	352.00	835.00	1,549.84	1,670.00	(120.16)
Transp. Admin Sick Wages	948.62	251.00	2,086.14	502.00	1,584.14
Maint. Admin Vacation Wages	211.38	756.00	580.51	1,512.00	(931.49)
Maint. Admin Holiday Wages	176.00	302.00	700.84	604.00	96.84
Maint. Admin Sick Wages	623.36	91.00	623.36	182.00	441.36
Gen Admin. Vacation Wages	66.68	708.00	1,292.80	1,416.00	(123.20)
Gen. Admin Holiday Wages	262.00	466.00	1,199.55	932.00	267.55
Gen. Admin Sick Wages	165.52	140.00	165.52	280.00	(114.48)
Transit Uniform Allowance	370.79	779.00	1,501.01	1,558.00	(56.99)
Maintenance Uniform Allowance	435.05	504.00	1,057.39	2,208.00	(1,150.61)
Tool Allowance		117.00	417.50	234.00	183.50
License Reimbursement	80.00	42.00	150.00	154.00	(4.00)
Burden Adjustment	(13,182.20)	(14,807.00)	(21,915.40)	(29,614.00)	7,698.60
Total Fringe Benefits	75,402.14	85,775.00	161,915.84	178,345.00	(16,429.16)
Services					
Management Consultant	10,860.58	12,375.00	25,683.36	24,750.00	933.36
Commissioner Expense		83.00	408.37	166.00	242.37
Legal Expense		667.00		1,334.00	(1,334.00)
Service Bureau	75.76	450.00	1,109.69	900.00	209.69
Security Service	49.88	83.00	170.28	166.00	4.28
Outside Advertising	3,737.47	417.00	6,075.25	834.00	5,241.25
Driver and Criminal Record			420.00		420.00
Drug & Alcohol Testing	140.00	333.00	1,335.00	666.00	669.00
Pre-Employment Medical		83.00		166.00	(166.00)
Janitorial Service and Supplies	1,130.97	658.00	1,667.02	1,316.00	351.02
Bank Service Charges	636.30	625.00	1,326.56	1,250.00	76.56
Total Services	16,630.96	15,774.00	38,195.53	31,548.00	6,647.53
Materials and Supplies					
Fuel Operations	24,214.60	20,165.00	48,236.91	38,575.00	9,661.91
Sale of Fuel to City Departments	39,215.89	25,000.00	76,524.76	50,000.00	26,524.76
Maintenance Parts	19,058.83	10,621.00	26,087.75	20,492.00	5,595.75
Purchase Discounts	(541.25)	(250.00)	(642.75)	(500.00)	(142.75)
Tires Expense		1,405.00	218.30	2,688.00	(2,469.70)
Oil and Grease	302.00	327.00	489.41	628.00	(138.59)
Maintenance Supplies	1,716.30	786.00	2,106.81	1,572.00	534.81
Body Shop Supplies	995.07	443.00	1,316.70	886.00	430.70
Hazardous Materials		123.00	171.06	246.00	(74.94)
Outside Parts and Labor	50.00	42.00	100.00	84.00	16.00
Repairs-Inner City Terminal		250.00		500.00	(500.00)

**Manchester Transit Authority
Income Statement Transit
For the Two Months Ending August 31, 2006**

	<u>Current</u>	<u>Budget</u>	<u>YTD</u>	<u>YTD Budget</u>	<u>YTD Net Change</u>
Repairs-Building and Grounds	\$446.30	\$1,093.00	\$2,432.13	\$2,186.00	\$246.13
Repairs-Shop Equipment	59.62	197.00	297.98	394.00	(96.02)
Repairs-Radio Equipment		42.00		84.00	(84.00)
Repairs-Office Equipment	127.76	275.00	667.85	550.00	117.85
Office Supplies	429.31	917.00	746.52	1,834.00	(1,087.48)
Transit Schedules and Tickets	100.00	1,000.00	100.00	2,000.00	(1,900.00)
Total Materials and Supplies	86,174.43	62,436.00	158,853.43	122,219.00	36,634.43
Utilities					
Electricity	1,691.28	1,500.00	3,154.47	3,000.00	154.47
Natural Gas	36.30	50.00	78.96	100.00	(21.04)
Telephone	629.98	665.00	1,493.39	1,330.00	163.39
Water	155.43	152.00	303.68	304.00	(0.32)
Total Utilities	2,512.99	2,367.00	5,030.50	4,734.00	296.50
Insurance					
Public Liability Insurance	10,881.00	10,881.00	21,763.00	21,762.00	1.00
Other Liability	1,095.00	1,095.00	2,186.74	2,185.00	1.74
Total Insurance	11,976.00	11,976.00	23,949.74	23,947.00	2.74
Other Expenses					
Dues and Memberships	29.95	83.00	104.95	166.00	(61.05)
Tolls and Parking			75.00		75.00
Training and Meetings	1,898.91	292.00	1,870.18	584.00	1,286.18
Grievance Expense		38.00		76.00	(76.00)
Depreciation	36,000.00	36,000.00	72,000.00	72,000.00	
Total Other Expenses	37,928.86	36,413.00	74,050.13	72,826.00	1,224.13
Total Expenses	338,297.78	334,492.00	686,679.75	659,727.00	26,952.75
Net Income (Loss)	(29,525.40)	(50,459.16)	(48,236.47)	(62,385.32)	14,148.85

F



School

August 2006

F

**Manchester Transit Authority
Income Statement School
For the Two Months Ending August 31, 2006**

	Current	Budget	YTD	YTD Budget	YTD Net Change
Student Transportation					
Pupil Contract	\$304,376.40	\$163,096.00	\$304,376.40	\$326,192.00	(\$21,815.60)
Manchester Skill Center	21,816.00		21,816.00		21,816.00
Special Needs	21,174.00	8,470.00	21,174.00	21,174.00	
Student Tickets	(90.00)		(90.00)		(90.00)
Total Student Transportation	347,276.40	171,566.00	347,276.40	347,366.00	(89.60)
School Charter					
Student Athletics	2,308.70	3,000.00	650.70	3,000.00	(2,349.30)
Student Fieldtrips	5,930.35	5,000.00	13,312.50	10,000.00	3,312.50
Total School Charters	8,239.05	8,000.00	13,963.20	13,000.00	963.20
Other Revenue					
Interest Income	306.14	100.00	528.69	200.00	328.69
Other Non-Transp. Revenue	465.50		465.50		465.50
Total Other Revenue	771.64	100.00	994.19	200.00	794.19
Total Operational Income	356,287.09	179,666.00	362,233.79	360,566.00	1,667.79
Expenses					
Labor					
School Operator Wages	21,039.67	22,694.00	31,918.75	29,688.00	2,230.75
School Operator Overtime Wages		768.00		1,001.00	(1,001.00)
Mechanic Wages	8,430.37	9,478.00	14,174.73	17,720.00	(3,545.27)
Transp. Admin Wages	6,040.46	9,794.00	10,854.70	18,311.00	(7,456.30)
Transp. Admin Overtime Wages	407.23	407.00	407.23	814.00	(406.77)
Maint. Admin Wages	3,428.33	3,363.00	5,687.43	6,288.00	(600.57)
General Admin Wages	3,906.57	5,075.00	6,937.72	9,488.00	(2,550.28)
Gen. Admin Overtime Wages	100.86	53.00	105.30	106.00	(0.70)
Payroll Transaction	(351.90)		(351.90)		(351.90)
Total Labor	43,001.59	51,632.00	69,733.96	83,416.00	(13,682.04)
Fringe Benefits					
Health Insurance Expense	662.26		989.21		989.21
Dental Insurance Expense	550.62		995.17		995.17
FICA Expense	2,739.07	3,224.00	3,947.59	5,026.00	(1,078.41)
Worker's Compensation	3,558.00	920.00	7,117.44	1,203.00	5,914.44
School Uniform Allowance		342.00	(29.99)	684.00	(713.99)
Tool Allowance			381.50		381.50
License Reimbursement		167.00	240.00	334.00	(94.00)
Burden Adjustment	13,182.20	14,808.00	21,915.40	29,616.00	(7,700.60)
Total Fringe Benefits	20,692.15	19,461.00	35,556.32	36,863.00	(1,306.68)
Services					
Management Consultant	10,860.58	12,375.00	25,703.37	24,750.00	953.37
Commissioner Expense		83.00	408.37	166.00	242.37
Legal Expense		667.00		1,334.00	(1,334.00)
Service Bureau	121.37	675.00	1,211.79	1,350.00	(138.21)
Security Service	46.04	125.00	46.04	250.00	(203.96)
Outside Advertising	2,575.47	1,250.00	2,654.82	2,500.00	154.82
Driver and Criminal Record	117.00		1,186.00		1,186.00

Manchester Transit Authority
Income Statement School
For the Two Months Ending August 31, 2006

	Current	Budget	YTD	YTD Budget	YTD Net Change
Drug & Alcohol Testing	\$520.00	\$917.00	\$875.00	\$1,834.00	(\$959.00)
Pre-Employment Medical	420.00	583.00	615.00	1,166.00	(551.00)
Janitorial Service and Supplies	241.97	658.00	758.01	1,316.00	(557.99)
Bank Service Charges	90.50	42.00	181.00	84.00	97.00
Total Services	14,992.93	17,375.00	33,639.40	34,750.00	(1,110.60)
Materials and Supplies					
Fuel Operations	1,594.30	3,725.00	3,024.21	5,654.00	(2,629.79)
Maintenance Parts	2,346.48	1,159.00	4,367.15	1,759.00	2,608.15
Tires Expense	2,346.48	326.00	2,756.48	495.00	2,261.48
Oil and Grease	71.02	65.00	344.81	99.00	245.81
Maintenance Supplies	1,143.86	547.00	1,539.34	1,094.00	445.34
Body Shop Supplies	350.59	308.00	562.20	616.00	(53.80)
Hazardous Materials		85.00		170.00	(170.00)
Outside Parts and Labor		42.00		84.00	(84.00)
Repairs-Building and Grounds		824.00	176.30	1,648.00	(1,471.70)
Repairs-Shop Equipment	37.62	137.00	203.26	274.00	(70.74)
Repairs-Radio Equipment		42.00		84.00	(84.00)
Repairs-Office Equipment		225.00	47.91	450.00	(402.09)
Office Supplies	336.58	750.00	689.13	1,500.00	(810.87)
School Schedules and Tickets		333.00		666.00	(666.00)
Total Materials and Supplies	8,226.93	8,568.00	13,710.79	14,593.00	(882.21)
Utilities					
Electricity	1,383.78	1,505.00	2,580.93	2,810.00	(229.07)
Natural Gas	29.70	100.00	64.61	200.00	(135.39)
Telephone	313.66	502.00	424.65	1,004.00	(579.35)
Water	127.17	115.00	248.47	230.00	18.47
Total Utilities	1,854.31	2,222.00	3,318.66	4,244.00	(925.34)
Insurance					
Public Liability Insurance	14,500.00	14,499.00	28,987.00	28,998.00	(11.00)
Other Liability	918.00	917.00	1,829.42	1,834.00	(4.58)
Total Insurance	15,418.00	15,416.00	30,816.42	30,832.00	(15.58)
Other Expenses					
Dues and Memberships		167.00		334.00	(334.00)
Tolls and Parking	2.00		23.50		23.50
Training and Meetings	644.48	375.00	1,166.66	750.00	416.66
Grievance Expense		38.00		76.00	(76.00)
Depreciation	21,000.00	21,000.00	42,000.00	42,000.00	
Total Other Expenses	21,646.48	21,580.00	43,190.16	43,160.00	30.16
Total Expenses	125,832.39	136,254.00	229,965.71	247,858.00	(17,892.29)
Net Income (Loss)	230,454.70	43,412.00	132,268.08	112,708.00	19,560.08

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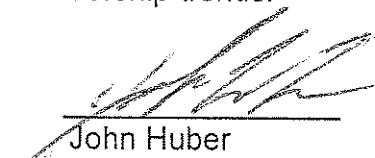
Commissioners Memorandum

To: Commissioners
From: John Huber, Operations Planning Manager
Date: September 21, 2006
Re: Transit Ridership Report – August 2006



		<u>August</u>			<u>FYTD</u>		
<u>Routes</u>		2005	2006		FY 2006	FY 2007	
	Weekdays	20	23				
	Saturdays	5	5	% Change			% Change
Airport- Route #1		951	1,022	7.47%	1,773	1,874	5.70%
Lake-Hanover St. Route #2		2485	3,458	39.15%	4,620	6,029	30.50%
Goffsfalls Route #3		1313	1,447	10.21%	2,914	2,723	-6.55%
Page-Elliot Route #4		2107	2,308	9.54%	4,020	4,094	1.84%
Pinard-Bremer Route #5		1080	1,289	19.35%	2,139	2,460	15.01%
Gossler-St. Anselm Route #6		2438	2,419	-0.78%	4,378	4,550	3.93%
VA Hospital Route #7		2866	2,541	-11.34%	5,354	5,012	-6.39%
So. Willow Route #8		4544	4,150	-8.67%	8,407	7,490	-10.91%
DW Highway-River Rd. Route #9		2483	2,328	-6.24%	4,714	4,548	-3.52%
Valley-Weston Rd. Route #10		4181	3,595	-14.02%	8,035	6,787	-15.53%
Front St. Route #11		1912	2,026	5.96%	3,737	3,592	-3.88%
So. Beech Route #12		3460	3,774	9.08%	6,783	6,665	-1.74%
Bedford Mall Route #13		5001	4,535	-9.32%	9,668	8,799	-8.99%
UPass Riders - NHCTC			0		0	0	
Vista Shuttle		440	352	-20.00%	983	540	-45.07%
Hannaford Shuttle		694	539	-22.33%	1,422	1,109	-22.01%
Stop & Shop Shuttle			218			414	
VERIZON SHUTTLE		12	0	-100.00%	85	0	-100.00%
(number of events)		1	1	0.00%			
Weekday Fixed Route Totals		32,928	36,001	9.33%	69,032	66,853	-3.16%
Saturday Fixed Route Totals		3,262	3,695	13.27%	6,390	8,332	30.39%
MTA Specials & Excursions		148	77		199	77	
Fixed Route Weekday Average		1,646	1,565	-4.93%	1,605	1,543	-3.91%
Total Transit Passengers Served		36,338	39,696	9.24%	75,621	75,185	-0.58%
Total StepSaver Passengers Served		714	714	0.00%	1641	1,519	-7.43%

The attached graph shows system-wide ridership trends.


 John Huber
 Operations Planning Manager

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Public Service
of New Hampshire

PSNH Energy Park
780 No. Commercial Street,
Manchester, NH 03101

Public Service Company of New Hampshire
P.O. Box 330
Manchester, NH 03105-0330
(603) 634-2459
Fax (603) 634-2438

The Northeast Utilities System

Christopher J. Allwarden
Senior Counsel

September 7, 2006

City of Manchester
One City Hall Plaza
Manchester, NH 03101

Re: **Docket DE 06-088 Public Service Company of New Hampshire
Petition for License to Construct and Maintain Electric Lines
Over and Across the Public Waters of the Piscataquog River in
the City of Manchester, New Hampshire**

Manchester Tax Map 702, Lot 3

Dear Sir/Madam:

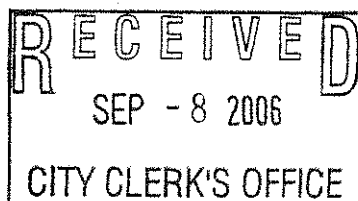
At the direction of the New Hampshire Public Utilities Commission ("NHPUC"), we are herewith providing you with a copy of NHPUC Order No. 24,661 dated September 1, 2006, issued in the above referenced docket. This notification is being provided to you as the current record owner of land bordering the Piscataquog River at the location of the crossing, where PSNH owns a permanent power line easement granted in 2006 by The City of Manchester.

If you have any questions you may contact me at (603) 634-2459.

Very truly yours,

Christopher J. Allwarden
Senior Counsel

CJA/acm
Enclosure



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SEP 07 2006

DE 06-088

PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE

Petition for License to Construct and Maintain Electric Lines Over and Across the Public Waters of the Piscataquog River in the City of Manchester, New Hampshire

Order *Nisi* Granting License to Construct and Maintain Electric Lines Over and Across Public Waters

ORDER NO. 24,661

September 1, 2006

On June 12, 2006, Public Service Company of New Hampshire (PSNH) filed a petition with the New Hampshire Public Utilities Commission (Commission) for a license to construct and maintain two, three-phase aerial electric lines and one neutral wire over and across the Piscataquog River in Manchester. PSNH filed the petition pursuant to RSA 371:17, which requires a utility to obtain a license from the Commission before constructing utility facilities across any public waters.

PSNH states that, in order to meet the reasonable requirements of service to the public, PSNH previously constructed and currently operates and maintains a single 12.47 kV distribution circuit, designated as circuit 18W3, that runs between PSNH's Pinardville Substation in Goffstown and Electric Street in Manchester, and which is an integral part of the local PSNH distribution system. PSNH states that a portion of the 18W3 circuit line currently crosses under the Piscataquog River via submarine cable and rises up on wooden poles on each side of the river. The under-water crossing of this line was previously licensed by the Commission under Order No. 10,758 (October 17, 1972).

PSNH asserts that, within the past two years, the Company has experienced failures of sections of submarine cable of the same age as the 18W3 submarine cable at other locations on

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PSNH's distribution system. In order to ensure the continued safety and reliability of the 18W3 circuit, PSNH intends to replace the aging section of the submarine cable at the existing crossing location with a new, overhead crossing. PSNH points out that the 18W3 circuit has already been upgraded on each side of the Piscataquog River to 477 ACSR with a 4/0 ACSR neutral, leaving only the river crossing portion of the circuit to be replaced.

PSNH proposes to replace the existing submarine cable crossing with a new overhead wire crossing. PSNH states the replacement is consistent with good utility practice as it will be less expensive than installation of a new underwater cable, will involve less environmental impact to the river and the riverbank areas, and will provide the same reliability as the underwater cable. PSNH states that it does not plan to remove the existing submarine cable but will instead de-energize the cable and abandon it in place with no further disturbance of the riverbed.

In support of its petition, PSNH submitted a location plan (Exh. 1) and a plan and profile drawing of the crossing (Exh. 2, revised). PSNH states that the construction of the new crossing will consist of structure Nos. 11/259 and 10/259, both three-pole deadend structures. Structure 11, on the west side of the river, will be 50 feet in height, and Structure 10, on the east side of the river, will be 60 feet in height. PSNH indicates that the span between the two structures will be 600 feet. PSNH offers that a total of three phase wires and one neutral wire will span the river.

PSNH states that all three 477 ACSR 18/1 phase conductors and the 4/0 ACSR 6/1 neutral will be sagged using the National Electrical Safety Code (NESC) Heavy Loading (0 degrees F., 4 pounds per square foot wind loading, ½ inch radial ice) sag charts upon installation in the field. In addition, PSNH states that all three 477 wires will be sagged using a maximum

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tension of 3,000 pounds at NESC Heavy Loading.

PSNH has determined that according to National Electrical Safety Code (NESC) Table 232-1, the design water surface area for the crossing is 62 acres. For water areas of 20 to 200 acres, NESC (Table 232-1) requires that the neutral conductor clearance to the water surface at normal flood level to be 25.5 feet and 28.5 feet for the 34.5 kV phase conductors (477 MCM ACSR 26/7). According to PSNH, the maximum neutral conductor sag will occur at a conductor temperature of 120 degrees Fahrenheit (F). At this conductor temperature, the neutral conductor will remain 29.9 with a clearance to the water surface of 33.4, exceeding the NESC standard by approximately 7.9 feet above the Piscataquog River 100-year flood elevation of 167 feet.

The maximum phase conductor sag for the 34.5 kV conductors will occur at a conductor temperature of 212 degrees F. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. At this elevated conductor temperature, the maximum conductor sage will be 31.9 feet with a clearance to the water surface of 40.3 feet. PSNH's design will exceed the minimum requirements of the NESC standard by approximately 11.8 feet.

PSNH has stated that PSNH owns permanent easement rights for the construction, operation, and maintenance of overhead electric lines on the east side of the crossing where Structure 10 will be constructed, and owns similar permanent easement rights on the west side of the crossing where Structure 11 will be constructed.

PSNH has stated that the use and enjoyment by the public of these waters will not be diminished in any material respect as a result of the proposed aerial line crossings. PSNH further

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attests that the construction of the aerial electric lines will meet or exceed the requirements of the National Electrical Safety Code, ANSI C2-2002.

Staff submitted data requests to PSNH on July 24, 2006. PSNH replied on August 9, 2006. In its reply, PSNH stated that it had determined that replacing the existing submarine cable with overhead construction would be about \$440,000 less expensive than installing a new submarine cable. PSNH indicated that the anticipated life of overhead construction is estimated to be in excess of 50 years while the anticipated life of a submarine cable was around 40 years. In addition, PSNH stated that there were construction constraints, such as steep and unstable slopes on each side of the river, erosion during construction and possible boring constraints that would complicate the installation of a submarine cable. PSNH determined that abandoning the existing submarine cable in place, and installing an overhead line, would also have fewer adverse environmental effects on the river, fish and wetland than removing the cable or installing a new submarine cable.

Staff reviewed the petition and the supplemental information provided in response to Data Requests and recommended that the Commission grant the Petition. Staff pointed out that PSNH had fully explained the rationale for replacing the current submarine cable with an overhead line, and that the construction detail was consistent with sound electric engineering practice and the NESC. Staff concluded that the proposed project, if implemented as filed, will result in PSNH providing safe and reliable service to the public based on sound engineering standards as specified in the NESC.

RSA 371:17 provides in part that whenever it is necessary, in order to meet the reasonable requirements of service to the public, that any public utility should construct a line of

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poles or towers and wires and fixtures thereon over or across any of the public waters of New Hampshire, it shall petition the Commission for a license to construct and maintain the same. "Public waters," as defined in RSA 371:17, means "all ponds of more than ten acres, tidewater bodies, and such streams or portions thereof as the Commission may prescribe." Based on the information presented, the Commission regards the part of the Piscataquog River under the proposed aerial electric lines as "public waters" under RSA 371:17.

Based on the information presented by PSNH and Staff's recommendation, we find such crossing necessary for PSNH to meet the reasonable requirements of reliable service to the public within PSNH's authorized franchise area and the requested license may be exercised without substantially affecting the public rights in the waters of the Piscataquog River. We find that the crossing is in the public good and we will approve the petition on a *Nisi* basis in order to provide any interested party the opportunity to submit comments on said petition or to request a hearing.

Based upon the foregoing, it is hereby

ORDERED NISI, that subject to the effective date below, PSNH is authorized, pursuant to RSA 371:17 et seq., to construct, maintain and operate the aerial electric lines over and across the Piscataquog River in the City of Manchester, New Hampshire depicted on plans and drawings submitted June 12, 2006, (Exhibits No. 1 and No. 2), and on file with this Commission; and it is,

FURTHER ORDERED, that that PSNH operate this new crossing in conformance with the NESC; and it is




FURTHER ORDERED, that PSNH shall provide a copy of this order to the (i) City Clerk of Manchester, (ii) New Hampshire Attorney General and the owners of the land bordering on said public waters at the location of the river crossing, pursuant to RSA 371:19, and (iii) pursuant to RSA 422-B:13, New Hampshire Department of Transportation and the Office of Secretary, U.S. Department of Commerce, by first class mail, no later than September 11, 2006, and to be documented by affidavit filed with this office on or before September 22, 2006; and it is

FURTHER ORDERED, that PSNH shall cause a copy of this Order *Nisi* to be published once in a statewide newspaper of general circulation or of circulation in those portions of the state where operations are conducted, such publication to be no later than September 11, 2006 and to be documented by affidavit filed with this office on or before September 22, 2006; and it is

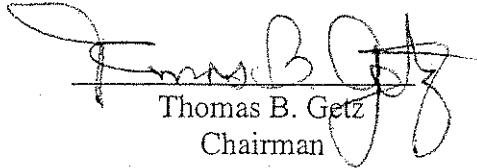
FURTHER ORDERED, that all persons interested in responding to this petition be notified that they may submit their comments or file a written request for a hearing which states the reason and basis for a hearing no later than September 15, 2006 for the Commission's consideration; and it is

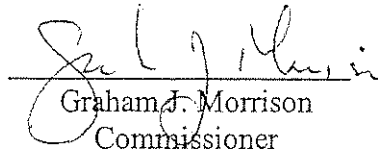
FURTHER ORDERED, that any party interested in responding to such comments or request for hearing shall do so no later than September 19, 2006; and it is

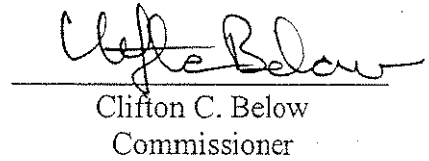
FURTHER ORDERED, that this Order *Nisi* shall be effective September 22, 2006, unless PSNH fails to satisfy the publication obligation set forth above or the Commission provides otherwise in a supplemental order issued prior to the effective date.



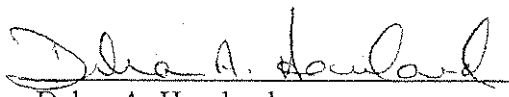
By order of the Public Utilities Commission of New Hampshire this first day of
September, 2006.


Thomas B. Getz
Chairman


Graham J. Morrison
Commissioner


Clifton C. Below
Commissioner

Attested by:


Debra A. Howland
Executive Director & Secretary

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Public Service
of New Hampshire

PSNH Energy Park
780 No. Commercial Street,
Manchester, NH 03101

Public Service Company of New Hampshire
P.O. Box 330
Manchester, NH 03105-0330
(603) 634-2459
Fax (603) 634-2438

The Northeast Utilities System

Christopher J. Allwarden
Senior Counsel

September 7, 2006

Leo R. Bernier, City Clerk
City Clerk's Office
City of Manchester
One City Hall Plaza
Manchester, NH 30101

Re: **Docket DE 06-088 Public Service Company of New Hampshire
Petition for License to Construct and Maintain Electric Lines
Crossing Public Waters of the Piscataquog River in the City of
Manchester, New Hampshire**

Dear Clerk Bernier:

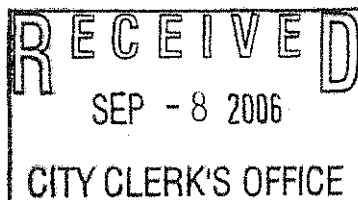
At the direction of the New Hampshire Public Utilities Commission
("NHPUC"), we are herewith providing you with a copy of NHPUC Order
No. 24,661 issued in the above referenced proceeding.

If you have any questions you may contact me at (603) 634-2459.

Very truly yours,

Christopher J. Allwarden
Senior Counsel

CJA/acm
Enclosure



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DE 06-088

PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE

Petition for License to Construct and Maintain Electric Lines Over and Across the Public Waters of the Piscataquog River in the City of Manchester, New Hampshire

Order *Nisi* Granting License to Construct and Maintain Electric Lines Over and Across Public Waters

ORDER NO. 24,661

September 1, 2006

On June 12, 2006, Public Service Company of New Hampshire (PSNH) filed a petition with the New Hampshire Public Utilities Commission (Commission) for a license to construct and maintain two, three-phase aerial electric lines and one neutral wire over and across the Piscataquog River in Manchester. PSNH filed the petition pursuant to RSA 371:17, which requires a utility to obtain a license from the Commission before constructing utility facilities across any public waters.

PSNH states that, in order to meet the reasonable requirements of service to the public, PSNH previously constructed and currently operates and maintains a single 12.47 kV distribution circuit, designated as circuit 18W3, that runs between PSNH's Pinardville Substation in Goffstown and Electric Street in Manchester, and which is an integral part of the local PSNH distribution system. PSNH states that a portion of the 18W3 circuit line currently crosses under the Piscataquog River via submarine cable and rises up on wooden poles on each side of the river. The under-water crossing of this line was previously licensed by the Commission under Order No. 10,758 (October 17, 1972).

PSNH asserts that, within the past two years, the Company has experienced failures of sections of submarine cable of the same age as the 18W3 submarine cable at other locations on


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PSNH's distribution system. In order to ensure the continued safety and reliability of the 18W3 circuit, PSNH intends to replace the aging section of the submarine cable at the existing crossing location with a new, overhead crossing. PSNH points out that the 18W3 circuit has already been upgraded on each side of the Piscataquog River to 477 ACSR with a 4/0 ACSR neutral, leaving only the river crossing portion of the circuit to be replaced.

PSNH proposes to replace the existing submarine cable crossing with a new overhead wire crossing. PSNH states the replacement is consistent with good utility practice as it will be less expensive than installation of a new underwater cable, will involve less environmental impact to the river and the riverbank areas, and will provide the same reliability as the underwater cable. PSNH states that it does not plan to remove the existing submarine cable but will instead de-energize the cable and abandon it in place with no further disturbance of the riverbed.

In support of its petition, PSNH submitted a location plan (Exh. 1) and a plan and profile drawing of the crossing (Exh. 2, revised). PSNH states that the construction of the new crossing will consist of structure Nos. 11/259 and 10/259, both three-pole deadend structures. Structure 11, on the west side of the river, will be 50 feet in height, and Structure 10, on the east side of the river, will be 60 feet in height. PSNH indicates that the span between the two structures will be 600 feet. PSNH offers that a total of three phase wires and one neutral wire will span the river.

PSNH states that all three 477 ACSR 18/1 phase conductors and the 4/0 ACSR 6/1 neutral will be sagged using the National Electrical Safety Code (NESC) Heavy Loading (0 degrees F., 4 pounds per square foot wind loading, ½ inch radial ice) sag charts upon installation in the field. In addition, PSNH states that all three 477 wires will be sagged using a maximum



tension of 3,000 pounds at NESC Heavy Loading.

PSNH has determined that according to National Electrical Safety Code (NESC) Table 232-1, the design water surface area for the crossing is 62 acres. For water areas of 20 to 200 acres, NESC (Table 232-1) requires that the neutral conductor clearance to the water surface at normal flood level to be 25.5 feet and 28.5 feet for the 34.5 kV phase conductors (477 MCM ACSR 26/7). According to PSNH, the maximum neutral conductor sag will occur at a conductor temperature of 120 degrees Fahrenheit (F). At this conductor temperature, the neutral conductor will remain 29.9 with a clearance to the water surface of 33.4, exceeding the NESC standard by approximately 7.9 feet above the Piscataquog River 100-year flood elevation of 167 feet.

The maximum phase conductor sag for the 34.5 kV conductors will occur at a conductor temperature of 212 degrees F. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. At this elevated conductor temperature, the maximum conductor sage will be 31.9 feet with a clearance to the water surface of 40.3 feet. PSNH's design will exceed the minimum requirements of the NESC standard by approximately 11.8 feet.

PSNH has stated that PSNH owns permanent easement rights for the construction, operation, and maintenance of overhead electric lines on the east side of the crossing where Structure 10 will be constructed, and owns similar permanent easement rights on the west side of the crossing where Structure 11 will be constructed.

PSNH has stated that the use and enjoyment by the public of these waters will not be diminished in any material respect as a result of the proposed aerial line crossings. PSNH further



attests that the construction of the aerial electric lines will meet or exceed the requirements of the National Electrical Safety Code, ANSI C2-2002.

Staff submitted data requests to PSNH on July 24, 2006. PSNH replied on August 9, 2006. In its reply, PSNH stated that it had determined that replacing the existing submarine cable with overhead construction would be about \$440,000 less expensive than installing a new submarine cable. PSNH indicated that the anticipated life of overhead construction is estimated to be in excess of 50 years while the anticipated life of a submarine cable was around 40 years. In addition, PSNH stated that there were construction constraints, such as steep and unstable slopes on each side of the river, erosion during construction and possible boring constraints that would complicate the installation of a submarine cable. PSNH determined that abandoning the existing submarine cable in place, and installing an overhead line, would also have fewer adverse environmental effects on the river, fish and wetland than removing the cable or installing a new submarine cable.

Staff reviewed the petition and the supplemental information provided in response to Data Requests and recommended that the Commission grant the Petition. Staff pointed out that PSNH had fully explained the rationale for replacing the current submarine cable with an overhead line, and that the construction detail was consistent with sound electric engineering practice and the NESC. Staff concluded that the proposed project, if implemented as filed, will result in PSNH providing safe and reliable service to the public based on sound engineering standards as specified in the NESC.

RSA 371:17 provides in part that whenever it is necessary, in order to meet the reasonable requirements of service to the public, that any public utility should construct a line of

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poles or towers and wires and fixtures thereon over or across any of the public waters of New Hampshire, it shall petition the Commission for a license to construct and maintain the same.

"Public waters," as defined in RSA 371:17, means "all ponds of more than ten acres, tidewater bodies, and such streams or portions thereof as the Commission may prescribe." Based on the information presented, the Commission regards the part of the Piscataquog River under the proposed aerial electric lines as "public waters" under RSA 371:17.

Based on the information presented by PSNH and Staff's recommendation, we find such crossing necessary for PSNH to meet the reasonable requirements of reliable service to the public within PSNH's authorized franchise area and the requested license may be exercised without substantially affecting the public rights in the waters of the Piscataquog River. We find that the crossing is in the public good and we will approve the petition on a *Nisi* basis in order to provide any interested party the opportunity to submit comments on said petition or to request a hearing.

Based upon the foregoing, it is hereby

ORDERED NISI, that subject to the effective date below, PSNH is authorized, pursuant to RSA 371:17 et seq., to construct, maintain and operate the aerial electric lines over and across the Piscataquog River in the City of Manchester, New Hampshire depicted on plans and drawings submitted June 12, 2006, (Exhibits No. 1 and No. 2), and on file with this Commission; and it is,

FURTHER ORDERED, that that PSNH operate this new crossing in conformance with the NESC; and it is



FURTHER ORDERED, that PSNH shall provide a copy of this order to the (i) City Clerk of Manchester, (ii) New Hampshire Attorney General and the owners of the land bordering on said public waters at the location of the river crossing, pursuant to RSA 371:19, and (iii) pursuant to RSA 422-B:13, New Hampshire Department of Transportation and the Office of Secretary, U.S. Department of Commerce, by first class mail, no later than September 11, 2006, and to be documented by affidavit filed with this office on or before September 22, 2006; and it is

FURTHER ORDERED, that PSNH shall cause a copy of this Order *Nisi* to be published once in a statewide newspaper of general circulation or of circulation in those portions of the state where operations are conducted, such publication to be no later than September 11, 2006 and to be documented by affidavit filed with this office on or before September 22, 2006; and it is

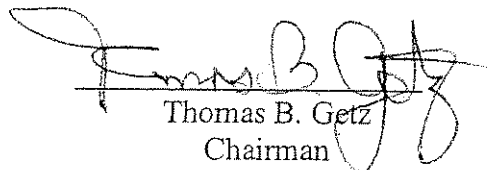
FURTHER ORDERED, that all persons interested in responding to this petition be notified that they may submit their comments or file a written request for a hearing which states the reason and basis for a hearing no later than September 15, 2006 for the Commission's consideration; and it is

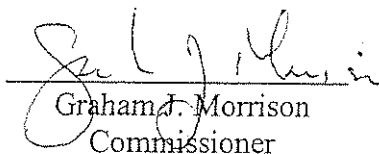
FURTHER ORDERED, that any party interested in responding to such comments or request for hearing shall do so no later than September 19, 2006; and it is

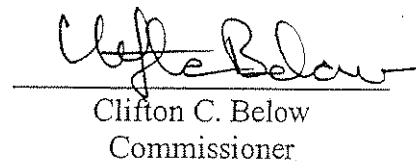
FURTHER ORDERED, that this Order *Nisi* shall be effective September 22, 2006, unless PSNH fails to satisfy the publication obligation set forth above or the Commission provides otherwise in a supplemental order issued prior to the effective date.

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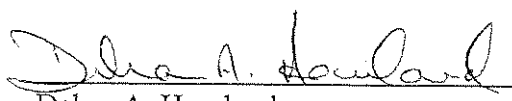
By order of the Public Utilities Commission of New Hampshire this first day of
September, 2006.


Thomas B. Getz
Chairman


Graham J. Morrison
Commissioner


Clifton C. Below
Commissioner

Attested by:


Debra A. Howland
Executive Director & Secretary



RECEIVED
MANCHESTER CITY CLERK

September 18, 2006

06 SEP 18 PM 04

VIA HAND

Board of Mayor and Alderman
Office of the City Clerk
One City Hall Plaza
Manchester, NH 03101

Re: Notice of Filing, Advanced Recycling, 399 Willow Street, Manchester, New Hampshire 03302

Dear Aldermen:

The purpose of this letter is to provide you notice, in accordance with Env-Sw 303.05 of the New Hampshire Solid Waste Rules, that the applicants, Max Cohen & Sons, Inc. (d/b/a Advanced Recycling), 25 Sandquist Street, Concord, New Hampshire 03301 ("Advanced Recycling") and Prolerized New England Company LLC, 69 Rover Street, Everett, Massachusetts 02149 ("PNE"), will be filing an Application Form to Transfer a Solid Waste Management Facility Permit pursuant to RSA 149-M and the provisions for a type IV permit modification in Part Env-Sw 315 of the New Hampshire Solid Waste Rules (the "Application") with the New Hampshire Department of Environmental Services (the "Department") on or about to September 18, 2006. The Application relates to the Solid Waste Management Facility Limited Permit, No. DES-SW-LP-93-501 (the "Permit") issued by the Department to Advanced Recycling for the facility located at 399 Willow Street, Manchester, New Hampshire (the "Facility"). A copy of the application is attached hereto.

The Application requests the approval of the Department for a type IV permit modification transferring the Permit from the current owner and operator of the Facility, Advanced Recycling, to the anticipated owner and operator, PNE. Please note that PNE will be acquiring ownership of the Facility and the real property on which the Facility is located. The Facility is located on real property currently owned by Jane Cohen, who has a mailing address of 25 Sandquist Street, Concord, New Hampshire 03301.

The Department will accept written comments from abutters to the Facility for a period of 30 days following the date the Application is filed. For a description of the application process, please refer to the enclosed application process flow chart, which was provided by the Department.

If you would like to make any inquiries regarding the Application during the application review process, please contact any of the following individuals:

For PNE:

William J. Squires, III, Counsel
Bingham McCutchen LLP
150 Federal Street
Boston, MA 02110-1726
(617) 951-8273

Notice of Filing
September 18, 2006
Page 2

For Advanced Recycling and Dinamo, LLC:
E. Tupper Kinder, Partner
Nelson, Kinder, Mosseau and Saturley
99 Middle Street
Manchester, NH 03101
(603) 647-1800

For the Department:
Michael Guilfooy
New Hampshire Department of Environmental Services
Waste Management Division
Permitting & Design Review Section
29 Hazen Drive, PO Box 95
Concord, NH 03302-0095
(603) 271-6467

Please note that a copy of the Application is being maintained at the Manchester City Library located at 504 Pine Street, Manchester, New Hampshire 03101.

Sincerely yours,

Max Cohen & Sons, Inc.
Prolerized New England Company LLC



For Office Use Only:

WMD Log #: _____
Date Rec'd: _____
No. of Copies: _____
Fee: \$ _____ Check #: _____

Waste Management Division

APPLICATION FORM TO:

TRANSFER A SOLID WASTE MANAGEMENT FACILITY PERMIT

pursuant to

RSA 149-M and the provisions for a type IV permit modification in Part Env-Wm 315 of the New Hampshire Solid Waste Rules

APPLICATION FILING AND PROCESSING INSTRUCTIONS

- (1) Complete this form by providing all of the information requested. If you need more space than provided on the form to answer a particular question and you are using a paper copy of this form, attach additional pages as necessary; mark each page clearly to show both the applicant name and the question being answered; and indicate on the form that the additional pages are attached. If you are using a disk version of this form and need more space to answer a particular question, you may create the additional space on the form itself by following the instructions provided on the disk.
- (2) Submit **THREE** copies of the completed application form, **EACH bearing ORIGINAL signatures**, to the following address:

**New Hampshire Department of Environmental Services (DES)
Waste Management Division (WMD)
Permitting & Design Review Section (P&DRS)
29 Hazen Drive, PO Box 95
Concord, NH 03302-0095**
- (3) Include the required fee (\$1000) with your submittal. Make checks or money orders payable to "TREASURER, State of New Hampshire."
- (4) All references on this form beginning with "Env-Wm" are citations from the NH Solid Waste Rules (Rules). You may obtain a copy of the Rules from the DES Public Information and Permitting Office at (603) 271-2975. The Rules are also available on the Internet at <http://www.des.state.nh.us>.
- (5) DES will process your application in conformance with the requirements of Env-Wm 304 and Env-Wm 305.
- (6) For further assistance with completing this form, or to obtain a disk copy of this form, contact the DES Permitting & Design Review Section (P&DRS) at (603) 271-2925 or at the above noted mailing address.
- (7) You may also contact DES at TDD Access: Relay NH 1-800-735-2964.

SECTION I. FACILITY IDENTIFICATION

(1)	Facility name: Max Cohen & Sons, Inc. / Advanced Recycling
(2)	Functional classification: <input checked="" type="checkbox"/> collection/storage/transfer <input type="checkbox"/> processing/treatment <input type="checkbox"/> landfill
(3)	Facility mailing address: 399 Willow Street, Manchester, NH 03010
(4)	Permit number: DES-SW-LP-93-501
(5)	Facility location, by street address and municipality: 399 Willow Street, Manchester, NH 03010

SECTION II. PERMITTEE/APPLICANT IDENTIFICATION

(1)	Provide the following information for the existing permittee:
(a)	Name of existing permittee: Max Cohen & Sons, Inc. / Advanced Recycling
(b)	Mailing address: 25 Sandquist Street, Concord, NH 03301

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	(c)	Telephone number: (603) 225-2267	
	(d)	If different than above, identify the individual associated with and designated by the existing permittee to be the contact individual for matters concerning this application:	
	i.	Name: Steven Jay Cohen	ii. Title: President
	iii.	Mailing address: 25 Sandquist Street, Concord, NH 03301	
	iv.	Telephone number: (603) 225-2267	
(2)	Provide the following information for the proposed new permittee:		
	(a)	Name of proposed new permittee: Prolerized New England Company LLC	
	(b)	Mailing address: 69 Rover Street, Everett, MA 02149	
	(c)	Telephone number: (617) 389-8300	
	(d)	If different than above, identify the individual associated with and designated by the proposed new permittee to be the contact individual for matters concerning this application and the facility:	
	i.	Name: Donald W. Hamaker	ii. Title: President
	iii.	Mailing address: 3200 NW Yeon Avenue, P.O. Box 10047, Portland, OR 97210-1524	
	iv.	Telephone: (503) 224-9900	
	(e)	If the proposed new permittee is an individual, provide date of birth and go to Section III:	
	(f)	If the proposed new permittee is a corporation, partnership or other association, provide the following information:	
	i.	The proposed new permittee is owned by a: <input type="checkbox"/> corporation <input type="checkbox"/> partnership <input checked="" type="checkbox"/> other association	
	ii.	State of incorporation/formation: NY	
	iii.	Principal business address: 69 Rover Street, Everett, MA 02149	
	iv.	Provide, on separate paper and attach/mark as "Attachment II(2)(f)," the names and addresses of all directors, officers and shareholders(*), if for a corporation; all partners (whether general or limited), if for a partnership; or all principals, members or participants, if for another type of association.	
	(*) For a privately held corporation, identify all shareholders. For a publicly traded corporation, identify all shareholders owning 10% or more of the corporation's equity or debt.		

SECTION III. FACILITY OPERATOR IDENTIFICATION

(1)	Who will be the facility operator following transfer of the permit?	
	<input checked="" type="checkbox"/>	The proposed new permittee, as identified in Section II above. [Skip question (2) below and go to question (3)]
	<input type="checkbox"/>	The current facility operator, as identified in (2) below. [Answer question (2) below and go to Section IV]
	<input type="checkbox"/>	Another individual or entity, as identified in (2) below. [Answer both questions (2) & (3) below and go to Section IV]
(2)	Provide the following information for the post-transfer facility operator, if different than the proposed new permittee identified in Section II above:	
	(a)	Name of post-transfer operator:
	(b)	Mailing address:
	(c)	Telephone number:
	(d)	If different than above, identify the individual associated with and designated by the post-transfer operator to be the contact individual for matters concerning this facility:
	i.	Name:
	ii.	Title:
	iii.	Mailing address:
	iv.	Telephone number:
	(e)	If the post-transfer operator is an individual, provide date of birth and go to Section IV:
	(f)	If the post-transfer operator is a corporation, partnership or association, provide the following information:
	i.	The post-transfer operator is a: <input type="checkbox"/> corporation <input type="checkbox"/> partnership <input type="checkbox"/> other association
	ii.	State of incorporation/formation:
	iii.	Principal business address:
	iv.	Provide, on separate paper and attach/mark as "Attachment III(2)(f)," the names and addresses of all directors, officers and shareholders(*), if for a corporation; all partners (whether general or limited), if for a partnership; or all principals, members or participants, if for another type of association.
	(*) For a privately held corporation, identify all shareholders. For a publicly traded corporation, identify all shareholders owning 10% or more of the corporation's equity or debt.	
(3)	If the operator is changing, submit proof of operator certification pursuant to Env-Wm 2705.07 and Env-Wm 3300, as follows [check the option(s) which apply to your situation and provide the specified information]:	
	<input checked="" type="checkbox"/>	Copies of current operator certificate(s) for the following individuals are attached and marked "Attachment III(3)" (name the individuals): Please see Attachment III(3).
	<input type="checkbox"/>	The following individuals have obtained interim operator certification and are enrolled in the next available operator certification program (name the individuals):
	<input type="checkbox"/>	This facility is an emergency permit or research & development permit facility and is therefore exempt from the formal operator certification requirements in Env-Wm 3300.
	<input type="checkbox"/>	Other proof is attached and marked as "Attachment III(3)."

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SECTION IV. PROPERTY OWNER IDENTIFICATION

(1)	Who will own the property following transfer of the permit?
<input checked="" type="checkbox"/>	The proposed new permittee, as identified in Section II above. <i>[Skip question (2) below and go to Section V]</i>
<input type="checkbox"/>	The current property owner, as identified in (2) below. <i>[Answer question (2) below and go to Section V]</i>
<input type="checkbox"/>	Another individual or entity, as identified in (2) below. <i>[Answer question (2) below and go to Section V]</i>
(2)	Provide the following information for the <u>post-transfer property owner</u> , if different than the proposed new permittee identified in Section II above:
(a)	Name of post-transfer property owner:
(b)	Mailing address:
(c)	Telephone number:
(d)	If different than above, identify the individual associated with and designated by the post-transfer property owner to be the contact individual for matters concerning this facility:
i.	Name:
ii.	Title:
iii.	Mailing address:
iv.	Telephone number:
(e)	If the post-transfer property owner is an individual, provide date of birth and go to Section V:
(f)	If the post-transfer property owner is a corporation, partnership or association, provide the following information:
i.	The facility is owned by a: <input type="checkbox"/> corporation <input type="checkbox"/> partnership <input type="checkbox"/> other association
ii.	State of incorporation/formation:
iii.	Principal business address:
iv.	Provide, on separate paper and attach/mark as "Attachment IV(2)(f)," the names and addresses of all directors, officers and shareholders(*), if for a corporation; all partners (whether general or limited), if for a partnership; or all principals, members or participants, if for another type of association.
(*) For a privately held corporation, identify all shareholders. For a publicly traded corporation, identify all shareholders owning 10% or more of the corporation's equity or debt.	

SECTION V. PERMIT CONDITIONS REQUIRING MODIFICATION TO EFFECT TRANSFER

Review all terms and conditions of the permit. Identify each written permit condition that requires amendment to affect the proposed permit transfer. Provide draft language for the same. Submit as "Attachment V." If no terms and conditions, other than the identity of the permittee, operator and/or property owner, requires a change, check here: ☒

SECTION VI. FINANCIAL ASSURANCE PLAN

Provide a financial assurance plan by the proposed new permittee for the current cost of closing the facility, pursuant to the requirements in Env-Wm 3100. Submit as "Attachment VI." To obtain a facility closure cost estimation form and "templates" for preparing certain financial assurance instruments (e.g., letters of credit, trust agreements, surety bonds, etc.), telephone the solid waste financial assurance program coordinator at (603) 271-2925.

SECTION VII. SCHEDULE

Specify the date by which permit transfer is intended to occur: On or prior to November 15, 2006, subject to approval of this application.

SECTION VIII. IDENTIFICATION AND STATUS OF ALL OTHER PERMITS

Complete the following table to identify and provide the status of all other permits or approvals necessary to affect this permit transfer. If none, check here: ☒

Type of Permit/Approval Required	Date the Application was/will be Submitted	Status/Comments
		While not required to affect this permit transfer, the parties will be transferring the following permits:
Notice of Intent ("NOI") under US EPA National Pollutant Discharge Elimination System ("NPDES") Storm Water Multi-Sector General Permit, No. NHR05A031.	In advance of the anticipated closing.	The NPDES NOI will be transferred from Max Cohen & Sons, Inc. to Prolerized New England Company LLC on or prior to the anticipated closing date.

SECTION IX: PROOF OF NOTIFICATION AND OTHER FILINGS

Submit proof of having provided certain legal notifications and filings, as follows:

- (1) You must send by certified mail, or deliver in hand, a complete copy of this application to the host municipality and host solid waste management district with a "notice of filing" as specified by Env-Wm 303. [To obtain the name and address of the host solid waste management district, contact the host municipality or the DES Planning & Community Assistance Section at (603) 271-2900].
- (2) You must send by certified mail, or deliver in hand, a "notice of filing" to each owner of property abutting the facility site. If the existing permittee and/or the proposed new permittee owns any adjoining parcel, you must provide the notice of filing to the owner(s) of the next parcel(s) not owned by either the existing or proposed permittee.
- (3) You must also provide a "notice of filing" to the New Hampshire Department of Justice/Office of Attorney General if, pursuant to Section X of this form, you are required to submit disclosure information.
- (4) Submit, with this application, proof that notification has been provided as required by (1) through (3) above. Do so by attaching a copy of the notice(s) of filing and signature(s) of all required recipients, acknowledging receipt. Note: this application CANNOT be deemed complete until such proof is provided.
- (5) If you require further assistance with preparing the required notices of filing, refer to Env-Wm 303 or to "A Guide to Preparing Notices of Filing." If the guide is not included with this application form, you may obtain a copy from the P&DRS at (603) 271-2925.

SECTION X: DISCLOSURE/BACKGROUND INVESTIGATION INFORMATION

Unless the proposed new permittee is a government unit or agency or subdivision of the state or the permit being transferred is an emergency permit, the proposed new permittee must provide as part of this application certain "personal and business disclosure information." The information will be used to facilitate a background investigation by the New Hampshire Department of Justice/Office of Attorney General (NHDoJ/AGO) pursuant to RSA 149-M:9, III and IX. The information is provided by completing two different forms, one for personal disclosure information and one for business disclosure information. The number and type of forms to be completed depends on whether the proposed new permittee is an individual or a non-individual and whether the proposed new permittee, facility operator and property owner are the same. The forms provide specific instructions for determining which individuals and entities must complete the forms. Submit the completed forms direct to the NH DoJ/AGO, Environmental Protection Bureau, 33 Capitol St., Concord, NH 03301-6397 with a "Notice of Filing" as specified by Section IX(3) of this form. Do NOT submit copies of the completed personal and business disclosure forms to DES.

Note: If the personal and business disclosure forms are not included with this permit transfer application package, you may obtain copies from the P&DRS at (603) 271-2925.

Note also: The applicant shall pay the cost incurred by the NH DoJ/AGO to complete the background investigation and prepare a report to DES. An invoice will be sent by the NH DoJ/AGO and payment will be due upon receipt.

SECTION XI: CERTIFICATION OF COMPLIANCE/COMPLIANCE REPORT

Both the existing permittee and the proposed new permittee must submit either certification of compliance or a compliance report. If you are able to certify that each of the following statements is true, do so by your signature. If you are unable to certify that each of the following statements are true, you must prepare and submit a separate Compliance Report as specified by Env-Wm 303.15. Mark the Compliance Report as "Attachment XI".

COMPLIANCE STATEMENT BY EXISTING PERMITTEE

The existing permittee shall certify that each of the statements listed in (1) - (8) below are true for each of the following individuals and entities:

- ☐ the existing permittee;
- ☐ the existing facility owner;
- ☐ the existing facility operator;
- ☐ all individuals and entities holding 10% or more of the existing permittee's debt or equity;
- ☐ all of the existing permittee's officers, directors and partners; and
- ☐ all individuals and entities having managerial, supervisory or substantial decision making authority and

responsibility for the management of facility operations.	
(1)	No individual or entity listed above has been convicted of or plead guilty or no contest to a felony in any state or federal court during the 5 years before the date of the application;
(2)	No individual or entity listed above has been convicted of or plead guilty or no contest to a misdemeanor for a violation of environmental statutes or rules in any state or federal court during the 5 years before the date of the application;
(3)	No individual or entity listed above has owned or operated any hazardous or solid waste facility which has been the subject of an administrative or judicial enforcement action for a violation of environmental statutes or rules during the 5 years before the date of the application;
(4)	No individual or entity listed above has been the subject of any administrative or judicial enforcement action for a violation of environmental statutes and rules during the 5 years before the date of the application;
* (5)	All hazardous and solid waste facilities owned or operated in New Hampshire by any individual or entity listed above are in compliance with either: <input checked="" type="checkbox"/> (a) All applicable environmental statutes, rules, and DES permit requirements; or <input checked="" type="checkbox"/> (b) A DES approved schedule for achieving compliance therewith;
(6)	All individuals and entities listed above are in compliance with all civil and criminal penalty provisions of any outstanding consent agreement, settlement, or court order to which DES is a party;
(7)	All individuals and entities listed above have paid, or are in compliance with the payment schedule for any administrative fine assessed by DES; and
(8)	All individuals and entities listed above are in compliance with all terms and conditions under every administrative order, court order or settlement agreement relating to programs implemented by DES.

Signature of the existing permittee certifying the above statements are true:

Existing Permittee Name (Print Clearly or Type) Max Cohen & Sons, Inc.

Existing Permittee Signature Steven Cohen

Date 9/13/06

OR

Circle the untrue statement(s) and attach a Compliance Report for the existing permittee, pursuant to Env-Wm 303.15.

COMPLIANCE STATEMENT BY PROPOSED NEW PERMITTEE	
The proposed new permittee shall certify that each of the statements listed in (1) - (8) below are true for each of the following individuals and entities:	
<input type="checkbox"/> the proposed new permittee; <input type="checkbox"/> the individual or entity who will be the facility owner; <input type="checkbox"/> the individual or entity who will be the facility operator; <input type="checkbox"/> all individuals and entities holding 10% or more of the proposed new permittee's debt or equity; <input type="checkbox"/> all of the proposed new permittee's officers, directors and partners; and <input type="checkbox"/> all individual and entities having managerial, supervisory or substantial decision making authority and responsibility for the management of facility operations following permit transfer.	
(1)	No individual or entity listed above has been convicted of or plead guilty or no contest to a felony in any state or federal court during the 5 years before the date of the application;
(2)	No individual or entity listed above has been convicted of or plead guilty or no contest to a misdemeanor for a violation of environmental statutes or rules in any state or federal court during the 5 years before the date of the application;
(3)	No individual or entity listed above has owned or operated any hazardous or solid waste facility which has been the subject of an administrative or judicial enforcement action for a violation of environmental statutes or rules during the 5 years before the date of the application;
(4)	No individual or entity listed above has been the subject of any administrative or judicial enforcement action for a violation of environmental statutes and rules during the 5 years before the date of the application;
(5)	All hazardous and solid waste facilities owned or operated in New Hampshire by any individual or entity listed above are in compliance with either: <input type="checkbox"/> (a) All applicable environmental statutes, rules, and DES permit requirements; or <input type="checkbox"/> (b) A DES approved schedule for achieving compliance therewith;
(6)	All individuals and entities listed above are in compliance with all civil and criminal penalty provisions of any outstanding consent agreement, settlement, or court order to which DES is a party;
(7)	All individuals and entities listed above have paid, or are in compliance with the payment schedule for any administrative fine assessed by DES; and
(8)	All individuals and entities listed above are in compliance with all terms and conditions under every administrative order, court

order or settlement agreement relating to programs implemented by DES.

Signature of the proposed new permittee certifying the above statements are true:

Proposed New Permittee Name (Print Clearly or Type) Prolerized New England Company LLC

Proposed New Permittee Signature 

Date 9/13/06

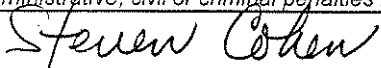
OR

Circle the untrue statement(s) and attach a Compliance Report for the proposed new permittee, pursuant to Env-Wm 303.15.

SECTION XII. APPLICANT SIGNATURE REQUIREMENTS

*Both the existing permittee and the proposed new permittee must sign the following statement prior to submitting this application. All copies of the application filed with DES must bear **ORIGINAL** signatures. If either party is not an individual, an individual duly authorized by the party shall sign the application.*

To the best of my knowledge and belief, the information and material submitted herewith is correct and complete. I understand that any approval granted by DES based on false and/or incomplete information shall be subject to revocation or suspension, and that administrative, civil or criminal penalties may also apply.


Max Cohen & Sons, Inc.

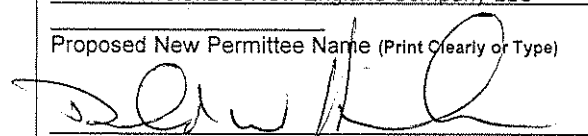
Existing Permittee Name (Print Clearly or Type)

Property Owner Signature

9/13/06
Date

Prolerized New England Company LLC

Proposed New Permittee Name (Print Clearly or Type)


Proposed New Permittee Signature

9/13/06
Date

SECTION XIII. PROPERTY OWNER SIGNATURE

*For applications to transfer a permit to an individual or entity that will not own the property, the property owner must also sign this form as follows. All copies of the application filed with DES must bear the property owner's **ORIGINAL** signature. If the property owner is not an individual, an individual duly authorized by the property owner shall sign the application.*

- (1) I hereby affirm that the proposed new permittee has or shall be granted the legal right to occupy and use the property on which the subject facility is located for the purposes specified in this application and the subject permit.
- (2) I hereby affirm that I shall grant access to the property for closure and post-closure monitoring of the subject facility and site as required by RSA 149-M and the New Hampshire Solid Waste Rules (Env-Wm 100-300 and Env-Wm 2100-3700), as amended.

Property Owner Name (Print Clearly or Type) _____

Property Owner Signature _____

Date _____



City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"Amending the FY 2007 Community Improvement Program, authorizing and appropriating funds in the amount of Seventy Thousand Dollars (\$70,000) for the FY2007 CIP 811507 Economic Development Strategic Planning Project."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

WHEREAS, the Board of Mayor and Aldermen has approved the 2007 CIP as contained in the 2007 CIP budget; and

WHEREAS, Table 1 contains all sources of State, Federal and Other funds to be used in the execution of projects; and

WHEREAS, the Board of Mayor and Aldermen desires to accept Economic Development Administration funds in the amount of \$70,000 from the United States Department of Commerce for the implementation of economic development feasibility analyses to be matched locally on a dollar to dollar basis from existing CIP Projects;

NOW, THEREFORE, be it resolved that the 2007 CIP be amended as follows:

By adding:

FY2007 CIP 811507 -- Economic Development Strategic Planning - \$70,000 Federal EDA

Resolved, that this Resolution shall take effect upon its passage.

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To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Administration respectfully recommends, after due and careful consideration, that property tax relief increases for the elderly, blind, disabled and Veterans meeting statutory requirements be approved as follows:

Exemptions effective April 1, 2006:

	From	To
<i>Elderly Age between</i>		
65-74	\$70,000	\$133,700
75-79	\$95,000	\$181,450
Over 80	\$125,000	\$238,750
<i>Disabled</i>	\$90,000	\$171,000
<i>Blind</i>	\$90,000	\$165,600

Exemptions effective April 1, 2007:



<i>Veterans</i>	\$300	\$400
<i>Asset Limitations for all Elderly:</i>		
Single	75,000	75,000
Married	75,000	100,000
<i>Income Limitations for Elderly</i>		
Single	\$27,500	\$32,000
Married	\$38,500	\$45,000

Report of Committee on Administration
October 3, 2006
Page 2

The Committee notes that such recommendations are based on review following revaluation information presented by the Board of Assessors and appropriate Resolutions have been submitted for adoption.

Unanimous vote with exception of Alderman Forest who was absent.

Respectfully submitted,


Clerk of Committee


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Calulation for Aggregation Fund Close-out

Department	Savings
OYS	846
BMD	44,568
Tax	22
Fire	38,414
Police	45,878
Health	12,157
Traffic	27,756
Welfare	1,640
P&R	90,342
Library	16,986
Elderly	2,029
Unknown	3,574
Outdoor Lights	178,023

Share of Deficit

Airport	496,244	357,519.39
Water	367,984	265,114.50
Parks-ent	72,274	52,069.83
School	445,860	353,267.48
EPD	685,926	494,175.59
General Fund	<u>389,963</u>	<u>280,948.98</u>
Total	2,458,251	1,803,095.77

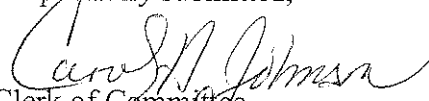
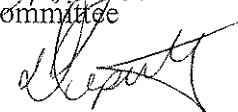
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To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Administration/Information Systems respectfully recommends, after due and careful consideration, that a request of the Public Health Director for revisions to Chapter 117 of the Code of Ordinances relative to food establishment permit fees be approved and referred to the Committee on Bills on Second Reading for technical review.

Unanimous vote with exception of Alderman Forest who was absent.

Respectfully submitted,


Clerk of Committee


✓



CITY OF MANCHESTER Department of Health

1528 Elm Street
Manchester, NH 03101-2106
Telephone: (603) 624-6466
Administrative & Environmental Health FAX (603) 628-6004
Community Health FAX: (603) 665-6894
School Health FAX: (603) 624-6584

July 21, 2006

Manchester Board of Mayor and Aldermen
City Clerk's Office
1 City Hall Plaza
Manchester, NH 03101

RE: Revision to City ordinances relative to food service establishments

Gentlemen:

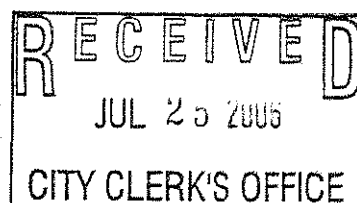
Attached hereto are proposed revisions to Chapter 117 of the City of Manchester Code of Ordinances relative to food establishment permit fees.

Over the past several months, the Health Department examined its food permit fees and has determined that some need to be updated to be in line with current costs for inspection and related services. These revisions were included as part of the anticipated revenue changes in the Health Department's FY 07 budget.

Our analysis found that our costs did not go up uniformly for all categories of food establishments. For example, the amount of time spent inspecting large restaurants and supermarkets, which typically have more complex operations, has increased, while the amount of time spent in smaller markets has generally remained the same or decreased. Over the past several years, heightened concerns about food safety from issues such as hepatitis A and *E. coli* 0157 have led to more work for the Department's food protection program.

Sincerely,

Frederick A. Ruscsek, MPH
Public Health Director



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CHAPTER 117: FOOD SERVICE ESTABLISHMENTS

§ 117.19 PERMIT FEE.

The fee for any permit application pursuant to this subchapter shall be in accordance with the following schedule:

Class	Description of Establishment	Fee
Class I	Food-service establishments having a seating capacity of 100 persons or greater; supermarkets	\$330 \$500
Class I-A	Supermarket with bulk foods, salad bar, and/or food buffet	400 900
Class II	Food-service establishments having a seating capacity of greater than 25 but less than 100 persons; bakeries; warehouses; distributors; nursing homes; canteen -commissaries, food processors , markets with less than two prep areas	265 300
Class III-A	Markets selling only prepackaged food products; mobile food operations; federally-inspected food processors ; food service operations having a seating capacity of 25 persons or less; child day care facilities; liquor lounges ; bars	165 180
Class III-B	Clubs incorporated under the laws of the State or which are affiliated with any national fraternal organization for the same members and bona fide guests of liquor by the glass only	80 100
Class IV	Temporary food-service establishments:	
Class IV-A	Locally based food establishment with current Health Department permit	40 50
Class IV-B	Establishments which do not possess a current Health Department permit or are located outside of the jurisdiction of the Manchester Health Department	80 100
Class V	Non-profit organizations not holding a liquor permit and not serving meals on a daily basis; public and parochial schools and institutions and governmental facilities	No fee

('71 Code, § 10-18) (Ord. passed 6-5-79; Am. Ord. passed 6-19-84; Am. Ord. passed 6-2-87; Am. Ord. Passed 6-5-90; Am. Ord. passed 6-4-96; Am. Ord. passed 9-4-01)

K

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Bills on Second Reading respectfully recommends, after due and careful consideration, that Ordinances



“Authorizing the Mayor to dispose of certain tax deeded property located at Map 713, Lot 1, known as land on Brown Avenue.”

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 866, Lot 6, (consolidated from former 141 Broadhead and 142 through 145/half of this parcel) known as land on Brown Avenue.”

ought to pass.

(Unanimous vote except for Alderman Gatsas who was absent.)

Respectfully submitted,


Clerk of Committee


To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Lands and Buildings respectfully recommends, after due and careful consideration, that the below referenced properties be found surplus to City needs and disposed of through sale to the State of New Hampshire, Department of Transportation (DOT) subject to prices and conditions as further outlined and contained herein.

Subject properties:

Airport properties:

Londonderry Map 28, Lots 14; 21-11 (\$87,000)
Londonderry Map 28, Lot 17-2 (\$69,000)
Manchester Map 712, Lot 1-B
Londonderry Map 14, Lot 49 (with Londonderry lot 1-B \$17,000)
Londonderry Map 14, Lot 45-1 (\$750,000)
Londonderry Map 14, Lot 19 (\$6,000)
Manchester Map 866, Lots 63, 63A; reserve easements both lots (\$95,000)
Manchester Map 866, Lot 64; reserve easement (\$95,000)
Manchester Map 866, Lot 38; reserve easement (\$95,000)
Manchester Map 711, Lot 55 (\$16,700)
Manchester Map 711, Lot 6 (\$150,000)
Manchester Map 866, Lot 37; reserve easement (\$95,000)

Tax Deeded properties

Manchester Map 713, Lot 1 (sale price \$27,000)
Manchester Map 866, Lot 36 (sale price \$2,400)

Total sale price all properties \$1,505,100.

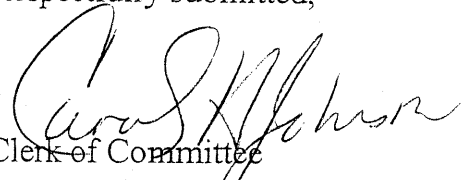
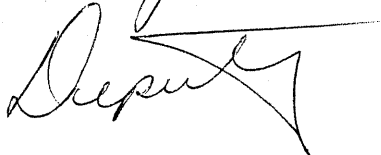
Disposition of such properties shall be subject to execution of water, sewer, and drainage utility easements as noted above and subject to the review and approval of the Airport Director and City Solicitor.

The Committee notes that it finds just cause to dispose of such properties to the DOT as these properties are to be included in an Airport Access Road which is anticipated to alleviate traffic burdens on City residents and roadways and provide easier outside access to regional airport activities.

The Committee advises that the Planning Director has reviewed and recommended the properties be found surplus, the Tax Collector has no objection to sale of said properties and the Board of Assessors has reported the above noted values offered by the DOT are deemed reasonable.

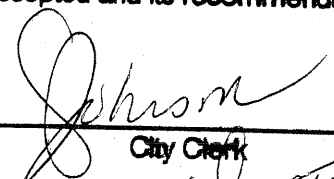
In accordance with statutory requirements, the Committee has submitted ordinances for disposition of tax deeded properties and recommends same be referred to the Committee on Bills on Second Reading for technical consideration, with the request that said Ordinances be considered for adoption at the first meeting in October 2006.

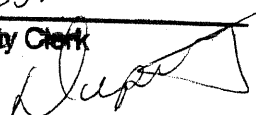
Respectfully submitted,


Clerk of Committee

Deputy

At a meeting of the Board of Mayor and Aldermen
held Sept 5, 2006 on a motion of Ald. Thibault
Smith
duly seconded by Ald. _____ the report
of the Committee was accepted and its recommendations

(adopted) ~~(denied)~~



City Clerk


L

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 866, Lot 6, (consolidated from former 141 Broadhead and 142 through 145/half of this parcel) known as land on Brown Avenue.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

- I. That in accordance with New Hampshire RSA 80:42, the Mayor is authorized to convey a parcel of tax-deeded property located at Map 866, Lot 6, (consolidated from former 141 Broadhead and 142 through 145/half of this parcel Broadhead) known as land on Brown Avenue in the City of Manchester to State of New Hampshire Department of Transportation. The sale shall be evidenced by a deed without covenants and such other instruments as may be necessary to release all right, title, interest or claim in said parcel and portions of any discontinued street abutting said parcel. The aforementioned property, formerly owned by Otis H Perry, was acquired by the City of Manchester by virtue of a Tax Collector's Deed, dated September 15, 1941 as recorded in the Hillsborough County Registry of Deeds, Volume 1023, Page 359, on September 15, 1941, and a Tax Collector's Deed dated October 2, 1936 as recorded in the Hillsborough County Registry of Deeds, Volume 956, Page 255. The purchase price of this entire parcel shall be Two Thousand Four Hundred Dollars (\$2,400.00) deemed a reasonable price by the Board of Assessors, and all of the costs related to this transaction.
- II. This Ordinance shall remain in effect for six months from the date of passage.

✓

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Authorizing the Mayor to dispose of certain tax deeded property located at Map 713, Lot 1, known as land on Brown Avenue.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

- I. That in accordance with New Hampshire RSA 80:42, the Mayor is authorized to convey a parcel of tax-deeded property known as Map 713, Lot 1, in the City of Manchester to State of New Hampshire Department of Transportation. The sale shall be evidenced by a deed without covenants and such other instruments as may be necessary to release all right, title, interest or claim in said parcel. Said property formerly owned by Edmund M. Warren was acquired by the City of Manchester by virtue of Tax Collector's Deed, dated September 16, 1940, and recorded in the Hillsborough County Registry of Deeds, Volume 1007, Page 266, on September 16, 1940. The purchase price of the parcel shall be Twenty Seven Thousand Dollars (\$27,000.00) deemed a reasonable price by the Board of Assessors, and all of the costs related to this transaction.
- II. This Ordinance shall remain in effect for six months from the date of passage.

2

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Bills on Second Reading respectfully recommends, after due and careful consideration, that Ordinances:

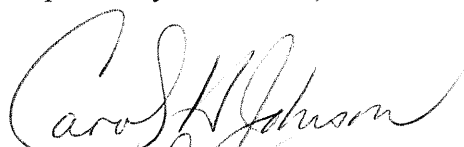

“Amending Sections 33.024, 33.025, & 33.026 (Systems/ Programming Manager-Systems/Development Manager, Computer Programmer-Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

“Amending Sections 33.024, 33.025, & 33.026 (Senior Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

ought to pass.

(Unanimous vote except for Alderman Gatsas who was absent.)

Respectfully submitted,


Clerk of Committee


M

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Human Resources/Insurance respectfully recommends, after due and careful consideration, that a request for reclassification and updates to positions in the Information Systems Department be approved as follows:

Computer Operator II

Update content of class specification; no change in salary.

Web Services Administrator

Update content of class specification; no change in salary.

Systems/Programming Manager

Update content of class specification; no change in salary, change title to Systems/Development Manager.

Computer Programmer

Update content of class specification; increase salary from Grade 18 to Grade 19, and change title to Applications Developer/Analyst.

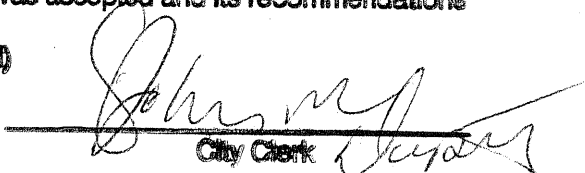
Computer Programmer/Analyst

Update content of class specification, no change in salary, change title to Senior Applications Developer/Analyst.

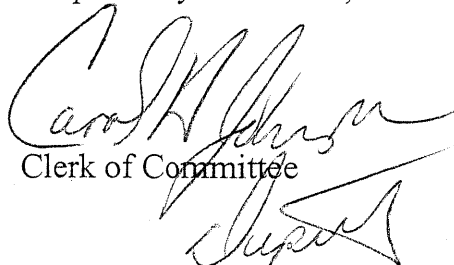
For such purpose ordinances have been submitted for referral and adoption as appropriate.

Aldermen Gatsas, Shea, Pinard, Duval in favor; Alderman Garrity absent.

At a meeting of the Board of Mayor and Aldermen
held Sept 5, 2006 on a motion of Ald. O'Neil
duly seconded by Ald. Duval the report
of the Committee was accepted and its recommendations
(adopted) (denied)


City Clerk

Respectfully submitted,


Clerk of Committee

M

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Amending Sections 33.024, 33.025, & 33.026 (Systems/Programming Manager-Systems/Development Manager, Computer Programmer-Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

SECTION 33.024 CLASSIFICATION OF POSITIONS be amended as follows:

Delete Systems/Programming Manager, Class Code 2210
Establish Systems/Development Manager, Class Code 2210

Delete Computer Programmer, Class Code 2180
Establish Applications Developer/Analyst, Class Code 2180

SECTION 33.025 COMPENSATION OF POSITIONS be amended as follows:

Delete Systems/Programming Manager, Class Code 2210, Grade 23
Establish Systems/Development Manager, Class Code 2210, Grade 23

Delete Computer Programmer, Class Code 2180, Grade 18

Establish Applications Developer/Analyst, Class Code 2180, Grade 19

SECTION 33.026 CLASS SPECIFICATIONS be amended as follows

Change Class Specification for Systems/Programming Manager to Systems/Development Manager, Class Code 2210, Grade 23, exempt (see attachment)

Change Class Specification for Computer Programmer to Applications Developer/Analyst, Class Code 2180, Grade 19 non-exempt (see attachment)

This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

M



City of Manchester, New Hampshire

Class Specification

This is a class specification and not an individualized job description. A class specification defines the general character and scope of responsibilities of all positions in a job classification, but it is not intended to describe and does not necessarily list every duty for a given position in a classification.

Class Title	Systems/Programming Manager	
Class Title	Systems/Development Manager	
Class Code Number	2210-23	

General Statement of Duties

Manages and supervises ~~computer programming, computer operations, systems analysis~~ applications development/analysis, Web services administration, GIS services administration and computer operations staff, and related functions; performs related work as required.

Distinguishing Features of the Class

The principal function of an employee in this class is to ensure computer applications operate in service of City Departments. The work is performed under the supervision and direction of the Information Services Director but extensive leeway is granted for the exercise of independent judgement and initiative. Supervision is exercised over the work of employees in the class of Computer Operator I and II, ~~Computer Programmer, Computer Programmer/Analyst~~ Applications Developer/Analyst, Senior Applications Developer/Analyst, Web Services Administrator, GIS Services Administrator and related technical personnel. The nature of the work performed requires that an employee in this class establish and maintain effective working relationships with other information technology personnel, other City employees, technical vendors and the public. The principal duties of this class are performed in a general office environment.

M

Examples of Essential Work
(illustrative only)

- Supervises ~~applications~~ application development, Web administration, GIS administration and operations staff, including coordinating data processing, reviewing applications and support requests, assigning work to staff, testing data to ensure program integrity and providing technical advice to staff as necessary;
- Serves as the City's project manager for the implementation and administration of City-wide systems, including coordinating training; monitoring, scheduling and implementing software revisions; problem resolution with vendors and users; overseeing transfer of information and service delivery from existing systems to new systems; and developing programs to extract information from existing systems as necessary;
- Maintains systems software, including operating systems, databases, compilers and utilities;
- Inspects, evaluates, determines and diagnoses systems failures and initiates corrective processes;
- Directs, implements and oversees maintenance and repair procedures on systems and equipment;
- Prepares plans, technical reports, statistical data and records on systems use;
- Writes detailed technical specifications for proposals and bids, evaluates proposals and administers contracts;
- Participates in the development of policies and procedures relating to the security of microcomputers, network applications and disaster recovery;
- Prepares budget for assigned area;
- Maintains and modifies vendor software packages;
- Analyzes, reviews, writes and/or rewrites programs for new requirements or to increase operational efficiency;
- Designs procedure, operation and user manuals and provides subsequent training;
- Applies expert systems analysis and design techniques to complex system development in a broad or specialized design area and/or resolves unique or unyielding problems in existing systems by applying new technology;
- Designs and monitors necessary testing and implementation plans;
- Performs other duties of technical analytical personnel as necessary;
- Provides needed information and demonstrations concerning how to perform certain work tasks to new employees in the division;
- Keeps immediate supervisor and designated others fully and accurately informed concerning work progress, including present and potential work problems and suggestions for new or improved ways of addressing such problems;
- Attends meetings, conferences, workshops and training sessions and reviews publications and audio-visual materials to become and remain current on the principles, practices and new developments in assigned work areas;

- Responds to questions and comments from City department heads and other users in a courteous and timely manner;
- Communicates and coordinates regularly with appropriate others to maximize the effectiveness and efficiency of interdepartmental operations and activities;
- Performs other directly related duties consistent with the role and function of the classification.

<p style="text-align: center;">Required Knowledge, Skills and Abilities (at time of appointment)</p>
--

- Comprehensive knowledge of assigned system needs, including user requirements, priorities, and interests;
- Comprehensive knowledge of City computing resources and related networks;
- Comprehensive knowledge of computer application design and programming practices and procedures;
- Comprehensive knowledge of computer system programming languages used by the City;
- Comprehensive knowledge of data processing practices and procedures;
- Comprehensive knowledge of data processing troubleshooting principals and practices;
- Comprehensive knowledge of computer equipment application software and operating systems;
- Comprehensive knowledge of information technology system concepts;
- Comprehensive knowledge of computer terminal usage;
- Ability to analyze and comprehend various administrative and business operations and to apply computer technology to those operations;
- Ability to provide expertise on application software, computer languages and operating systems;
- Ability to train, supervise, evaluate and coordinate the work of others;
- Ability to establish and maintain effective working relationships with associates, City employees and outside vendors;
- Ability to understand and adapt to different governmental business activities easily;
- Ability to analyze and understand user needs underlying assigned system development requests;
- Ability to communicate effectively with others, both orally and in writing, using both technical and non-technical language;
- Ability to understand and follow oral and/or written policies, procedures and instructions;
- Ability to prepare and present accurate and reliable reports containing findings and recommendations;
- Ability to operate a personal computer using standard or customized software applications appropriate to assigned tasks;
- Ability to use logical and creative thought processes to develop solutions according to written specifications and/or oral instructions;
- Ability to perform a wide variety of duties and responsibilities with accuracy and speed under the pressure of time-sensitive deadlines;
- Ability and willingness to quickly learn and put to use new skills and knowledge brought about by rapidly changing information and/or technology;



- Integrity, ingenuity and inventiveness in the performance of assigned tasks.

Acceptable Experience and Training

- Graduation from an accredited college or university with a Bachelors Degree in Computer Science or related field; and
- Considerable experience in developing and maintaining computer programs and applications; or
- Any equivalent combination of experience and training which provides the knowledge, skills and abilities necessary to perform the work.

Required Special Qualifications

- None.

Essential Physical Abilities

- Sufficient clarity of speech and hearing or other communication capabilities, with or without reasonable accommodation, which permits the employee to communicate effectively;
- Sufficient vision or other powers of observation, with or without reasonable accommodation, which permits the employee to review a wide variety of materials in electronic or hardcopy form;
- Sufficient manual dexterity with or without reasonable accommodation, which permits the employee to access computer program information and to operate related equipment;
- Sufficient personal mobility and physical reflexes, with or without reasonable accommodation, which permits the employee to transport assigned equipment as necessary to perform timely computer program review and troubleshooting procedures, and to function within the general office environment.

Approved by: _____ Date: _____



City of Manchester, New Hampshire

Class Specification

This is a class specification and not an individualized job description. A class specification defines the general character and scope of responsibilities of all positions in a job classification, but it is not intended to describe and does not necessarily list every duty for a given position in a classification.

Class Title	<u>Applications Developer/Analyst</u> Computer Programmer
Class Code Number	<u>21800-4819</u>

General Statement of Duties

Develop, deploy, and support Information Technology (I.T.) business software applications~~Programs~~
Information Technology (I.T.) applications; performs directly related work as required.

Distinguishing Features of the Class

The principal function of an employee in this class is to develop, deploy, and support business software applications to meet business objectives~~to program software systems to meet user needs~~. "Develop" means to analyze needs, determine best approach, design (program) new applications, configure vendor-supplied applications, and provide post-deployment support and maintenance.- The work is performed under the supervision and direction of the Senior Applications Developer/Analyst ~~the Computer Programmer/Analyst~~ and the Systems/Programming Manager but considerable leeway is granted for the exercise of independent judgement and initiative. The nature of the work performed requires that an employee in this class establish and maintain effective working relationships with other information technology personnel, other City employees, technical vendors and the public. The principal duties of this class are performed in a general office environment.

M

Examples of Essential Work
(illustrative only)

- Applies appropriate application development ~~standard programming~~ procedures and detailed knowledge of pertinent subject matter in an assigned programming area;
- Designs, writes software ~~Develops, codes and tests~~ computer applications and related software systems;
- Designs and deploys computer applications as assigned, interacting with users or based on supervisor direction;
- Tests application ~~program~~ components to meet system design requirements;
- Provides technical support on application software ~~programming~~ systems and related business issues to City department personnel;
- Acts as technical liason/advocate for City users to third-party software vendors;
- Recognizes probable interactions of related software systems ~~other related programs~~ with assigned projects ~~programs~~ and is familiar with current computing systems, software environments, infrastructure, and equipment currently in use by the City ~~related system software and computer equipment~~;
- Solves conventional programming and development problems;
- Participates in system design and testing for new or modified systems in coordination with the Senior Applications Developer/Analyst ~~Computer Programmer/Analyst~~;
- Performs troubleshooting, ~~and file recovery, and debugging~~ as needed;
- Coordinates project activities with other City personnel involved in information services activities;
- Participates in training programs;
- Prepares progress reports and other documents in conformance with assigned procedures;
- Provides needed information and demonstrations concerning how to perform certain work tasks to new employees in the department;
- Keeps immediate supervisor and designated others fully and accurately informed concerning work progress, including present and potential work problems and suggestions for new or improved ways of addressing such problems;
- Attends meetings, conferences, workshops and training sessions and reviews publications and audio-visual materials to become and remain current on the principles, practices and new developments in assigned work areas;
- Responds to questions and comments from City department heads and other users in a courteous and timely manner;
- Communicates and coordinates regularly with appropriate others to maximize the effectiveness and efficiency of interdepartmental operations and activities;
- Performs other directly related duties consistent with the role and function of the classification.

M

Required Knowledge, Skills and Abilities
(at time of appointment)

- Thorough knowledge of assigned system and application program needs, including design concepts, and user requirements;
- Thorough knowledge of City computing resources, ~~and~~ related networks, and policies;
- Thorough knowledge of software development environments, tools, languages, and resources in use a wide variety of computer system programming languages used by the City;
- Thorough knowledge of computer application design and programming practices and procedures;
- Thorough knowledge of information technology practices, ~~and~~ procedures, trends, and principles;
- Thorough knowledge of the operation of centralized and workstation ~~micro~~-computer equipment and software;
- Thorough knowledge of application software troubleshooting ~~principles techniques~~ and practices;
- Thorough ~~Substantial~~ knowledge of relational database terminology, design, usage, security, operation, maintenance and querying ~~(including SQL)~~;
- Thorough knowledge of Structured Query Language (SQL) and database management system (DBMS) capabilities;
- Substantial knowledge of computing and application architecture methodologies (including but not limited to web-based, fat client, client-server, n-tier design);
- Substantial knowledge of project management principles and techniques;
- Substantial knowledge of extensible markup language (XML), hypertext markup language (HTML), and scripting languages;
- Ability to create efficient codes to accomplish system design and program performance objectives;
- Ability to communicate effectively with others, both orally and in writing, using both technical and non-technical language as required by the situation;
- Ability to understand and follow oral and/or written policies, procedures and instructions;
- Ability to prepare and present accurate and reliable reports containing findings and recommendations;
- Ability to operate a ~~personal~~-computer using standard or customized software applications appropriate to assigned tasks;
- Ability to fully understand various integrated development environments, programming languages, algorithms, and techniques ~~various programming languages~~;
- Ability to use logical and creative thought processes to develop solutions according to written specifications and/or oral instructions;
- Ability to perform a wide variety of duties and responsibilities with accuracy and speed under the pressure of time-sensitive deadlines;
- Ability and willingness to quickly learn and put to use new skills and knowledge brought about by rapidly changing information and/or technology;



- Integrity, ingenuity and inventiveness in the performance of assigned tasks.

Acceptable Experience and Training

- Graduation from an accredited college or university with a Bachelors Degree in Computer Science; and
- Considerable experience in developing, designing, deploying and supporting business software and maintaining computer programs and applications; or
- Any equivalent combination of experience and training which provides the knowledge, skills and abilities necessary to perform the work.

Required Special Qualifications

- None.

Essential Physical Abilities

- Sufficient clarity of speech and hearing or other communication capabilities, with or without reasonable accommodation, which permits the employee to communicate effectively;
- Sufficient vision or other powers of observation, with or without reasonable accommodation, which permits the employee to review a wide variety of materials in electronic or hardcopy form;
- Sufficient manual dexterity with or without reasonable accommodation, which permits the employee to access computer program information and to operate related equipment;
- Sufficient personal mobility and physical reflexes, with or without reasonable accommodation, which permits the employee to transport assigned equipment as necessary to perform timely computer program review and troubleshooting procedures, and to function within the general office environment.

Approved by: _____ Date: _____

M

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Amending Sections 33.024, 33.025, & 33.026 (Senior Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

SECTION 33.024 CLASSIFICATION OF POSITIONS be amended as follows:

Change Classification for Computer Programmer/Analyst to Senior Applications Developer/Analyst, Class Code 2190, no change in Class Code

SECTION 33.025 COMPENSATION OF POSITIONS be amended as follows:

Change Computer Programmer/Analyst to Senior Applications Developer/Analyst, Class Code 2190, Grade 21, no change in Grade

SECTION 33.026 CLASS SPECIFICATIONS be amended as follows

Change Class Specification for Computer Programmer/Analyst to Senior Applications Developer/Analyst, Class Code 2190, Grade 21, exempt

This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

M

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Bills on Second Reading respectfully recommends, after due and careful consideration, that Ordinances:

Amending Section 33.054 (B) (2) (Overtime Compensation/Comp Time) of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.076 (A), Special Leave of the Code of Ordinances of the City of Manchester.”



“Amending Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester.”

“Amending Section 33.062 (D), Part-Time Employees, of the Code of Ordinances of the City of Manchester.”

ought to pass.

(Unanimous vote except for Alderman Gatsas who was absent.)

Respectfully submitted,


Clerk of Committee


N

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Human Resources/Insurance respectfully advises, after due and careful consideration, that it has approved Ordinances:

"Amending Section 33.054 (B) (2) (Overtime Compensation/Comp Time) of the Code of Ordinances of the City of Manchester."

"Amending Section 33.076 (A), Special Leave of the Code of Ordinances of the City of Manchester."

"Amending Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester."

and is recommending same be referred to the Committee on Bills on Second Reading for technical review.

(Aldermen Gatsas, Shea, Pinard and Duval voted yea; Alderman Garrity was absent.)

Respectfully submitted,

L. L. Binner

Clerk of Committee

Meeting of the Board of Mayor and Aldermen
held Sept 5, 2006 on a motion of Ald. O'Neil
duly seconded by Ald. Duval the report
of the Committee was accepted and its recommendations

(adopted) ~~(denied)~~

[Signature]
City Clerk

N

City of Manchester New Hampshire

In the year Two Thousand and six

AN ORDINANCE

“Amending Section 33.054 (B) (2) (Overtime Compensation/Comp Time) of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

I. Amend Section 33.054 (B) (2), Overtime Compensation/Comp Time, of the Code of Ordinances of the City of Manchester by deleting language stricken (---) and inserting new language as bolded (**bold**). Language of Section 33.054 (B) (2), not struck through or bolded remains unchanged.

§ 33.054 (B) (2) OVERTIME COMPENSATION/COMP TIME

(2) ~~Compensatory time off in lieu of overtime payment shall be at time and one half rate. Such compensatory time earned must be taken within one pay period following the dates earned or request for payment for overtime must be submitted for the employee by the department. Compensatory time shall not be accrued beyond the pay period following the overtime actually worked. Such compensatory time shall be used only to compensate employees who are on a 35 hour standard work week and work more than seven hours per day or more than 35 hours, but not over 40 hours in one week. All overtime worked beyond 40 hours in one week must be paid at the time and one half, except for executive, administrative and professional employees in exempt positions as defined in the administrative regulations.~~

(2) **Compensatory time off in lieu of overtime payment shall be at time and one half rate. The maximum amount of compensatory time that may be accrued is 80 hours. The Department Head shall determine whether it is in the best interest of the department to pay the employee for overtime or to allow the employee to accrue compensatory time. Compensatory time off may be granted by the Department when it least interferes with the efficient operation of the Department. Accrued compensatory time must be utilized prior to the employee terminating from employment.**

II. This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

W

City of Manchester New Hampshire

In the year Two Thousand and six

AN ORDINANCE

“Amending Section 33.076 (A), Special Leave of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

- I. Amend Section 33.076 (A) Special Leave, of the Code of Ordinances of the City of Manchester by deleting language stricken (---) and inserting new language as bolded (**bold**). Language of Section 33.076 (A) not struck through or bolded remains unchanged.

§ 33.076 (A) SPECIAL LEAVE

(A) ~~In addition to other leaves authorized by this subchapter, a department head with approval of the Mayor, may authorize an employee to be absent without pay for personal reasons for a period or periods not to exceed ten work days in any calendar year.~~

(A) **In addition to other leaves authorized by this subchapter, a department head shall be authorized to grant an employee up to 90 days without pay in a calendar year.**

- II. This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

N

City of Manchester New Hampshire

In the year Two Thousand and six

AN ORDINANCE

“Amending Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

- I. Amend Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester by deleting language stricken (---) and inserting new language as bolded (**bold**). Language of Section 33.080 (A) (1) not struck through or bolded remains unchanged.

§ 33.080 (A) (1) MILITARY SERVICE

- (1) **In addition to the ten paid military days for training each training year (October 1 to September 30), said employees shall be eligible for five additional paid military days to attend military funerals as assigned by the military.**

- II. This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

W

To the Board of Mayor and Aldermen of the City of Manchester:

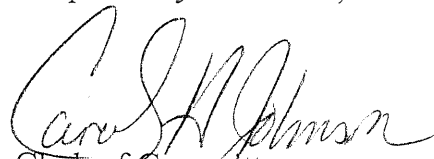
The Committee on Human Resources/Insurance respectfully advises, after due and careful consideration, that it has approved Ordinance:

“Amending Section 33.062 (D), Part-Time Employees, of the Code of Ordinances of the City of Manchester.”

establishing minimum hours for part time employees relating to the retirement and health insurance program as enclosed herein, and recommends same be referred to the Committee on Bills on Second Reading for technical review.

Aldermen Gatsas, Shea, Pinard, Duval in favor; Alderman Garrity absent.

Respectfully submitted,


Clerk of Committee

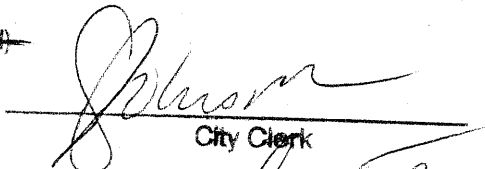
At a meeting of the Board of Mayor and Aldermen

held Sept. 5, 2006 on a motion of Ald. O'Neil

duly seconded by Ald. Duval the report

of the Committee was accepted and its recommendations

(adopted) ~~(denied)~~


City Clerk

N

City of Manchester New Hampshire

In the year Two Thousand and six

AN ORDINANCE

“Amending Section 33.062 (D), Part-Time Employees, of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

I. Amend Section 33.062 (D) Part-Time Employees, of the Code of Ordinances of the City of Manchester by deleting language stricken (---) and inserting new language as bolded (**bold**). Language of Section 33.062 (D) not struck through or bolded remains unchanged.

§ 33.062 (D) PART-TIME EMPLOYEES

(D) An employee who is employed to work thirty-two hours per week in a position that does not have an end date, shall be required to participate in the Contributory Retirement System unless the position is designated as a Group II position. (Current part-time employees who are working less hours, and who are currently contributing to the Contributory Retirement System, may continue to so.) Said employees shall be eligible to participate in the health insurance program upon retirement.

II. This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

N

To the Board of Mayor and Aldermen of the City of Manchester:

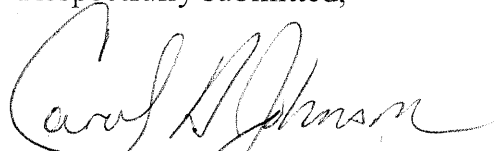
The Committee on Bills on Second Reading respectfully recommends, after due and careful consideration, that Ordinances:

“Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.”

ought to pass as amended.

(Unanimous vote except for Alderman Gatsas who was absent.)

Respectfully submitted,



Clerk of Committee



0

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

SECTION 1. Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.

SECTION II. **Article 4.01 B Overlay Districts**

Article 4.01(B) 10 Lake Massabesic Protection Overlay District (LMPOD)

The purpose of this overlay district is to protect the Lake Massabesic drinking water supply to the City of Manchester.

SECTION III. **Article 4.02 Official Zoning Maps**

4.02 (A) “... the Historic Districts Overlay districts, the Arena Overlay District, the Manchester Landfill Groundwater Management Zone Overlay District, and the Lake Massabesic Protection Overlay District.”

SECTION IV. **Article 7 Special District-Wide Regulations**

7.11 Lake Massabesic Protection Overlay District (LMPOD)

A. Authority for the Lake Massabesic Protection Overlay District

The Lake Massabesic Protection Overlay District is adopted pursuant to Section 1.03, Authority, of this Ordinance, and in accordance with the provisions of RSA 674:21, Innovative Land Use Controls.

B. Establishment of the Lake Massabesic Protection Overlay District

The Lake Massabesic Protection Overlay District includes the entire Lake Massabesic watershed located in Manchester. This area is called out to avoid impacts that may affect the drinking water supply over the long term, addressing such issues as stormwater contamination, imperviousness, steep slope disturbance and other land use activities that could potentially be a nonpoint source water quality issue or diminish surface water recharge. EPA Phase II Stormwater Regulation criteria applies to all development creating disturbance to land in the Lake Massabesic Protection Zone.

C. Prohibitions within the Lake Massabesic Protection Overlay District

1. Regardless of the underlying zone, the following land uses, as listed in Article 5.10 Table of Principal Uses and Table 5.11 Table of Accessory Uses are deemed incompatible with the intent of and prohibited in the Lake Massabesic Protection Overlay District:

19

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

Use No.	Use	Critical
E.1	Taxi, bus, rail terminal	X
I.1	Sales or rental of motor vehicles	X
I.2	Sales, rental, repair of boats, etc	X
I.3	Sales, rental, repair of heavy eq.	X
I.4	Automotive repair	X
I.5	Automotive service station	X
I.6	Carwashes and car care centers	X
M.2	Accessory outside storage ind	X
M.3	Accessory manufacturing use	X

2. In addition, the following restrictions and/or prohibitions of land uses apply within 50 feet of waterways or wetlands in the Lake Massabesic Protection Overlay District: No impervious surfaces (driveways, parking lots, roads, etc.). Residential lots of 12,500 square feet or less shall be exempt from this requirement.

D. Additional Restrictive Policies Pertaining to the Lake Massabesic Protection Overlay District.

In addition to the restrictions listed in this LMPOD, the District is also subject to criteria and guidelines contained in the following documents on file in the City:

- City Stormwater Ordinance (and any subsequent revisions) - Highway Department
- City Stormwater Rules and Regulations (and any subsequent revisions) –Highway Dept.
- Subdivision and Site Plan Regulations (and any subsequent revisions) –Planning Department

SECTION V. Article 14.02 Powers and Duties of the ZBA

14.02 (B) 6 “Any proposed non-residential variance request located within the Lake Massabesic Protections Overlay District shall be forwarded to the Manchester Water Works for comment prior to the hearing on the variance.”

SECTION VI. Resolve this ordinance shall take effect upon passage.



Robert S. MacKenzie, AICP
Director

CITY OF MANCHESTER

Planning and Community Development

Planning
Community Improvement Program
Growth Management



Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

September 15, 2006

Committee on Bills on Second Reading
Board of Mayor and Aldermen, City Hall
One City Hall Plaza
Manchester, NH 03101

re: *Proposed Lake Massabesic Protection Overlay District*

Honorable Committee Members:

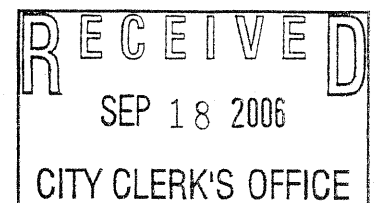
Following the public hearing, we have met with representatives of the Manchester Water Works to discuss the public comments and review options. We are recommending four changes to the ordinance and are providing several comments on the issues raised.

Recommended Changes:

- 1) As suggested at the hearing, we are proposing to eliminate the phrase "...or septic systems." from Section 7.11 C 2. As such, regulation of septic systems would not be changed by the proposed ordinance.
- 2) We recommend that 7.11 C 2. also be amended by adding the following sentence at the end of the Section:
"Residential lots of 12,500 square feet or less shall be exempt from this requirement."
This will insure that smaller lots within the overlay area, that have less room to place impervious surfaces, will not be impacted by the requirements.
- 3) We are suggesting that the following uses would not called out as prohibited in the overlay district:

C.2	Building Contractor yards
D.1	Primary manufacturing ind.
D.2	Other manufacturing fabrication
D.3	Materials research and testing
D.6	Research and Development
E.4	Truck or rail terminal
E.5	Bulk fuel storage for distribution
E.6	Airports, air terminals
E.11	Solid waste/resource recovery

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 Fax: (603) 624-6529
E-mail: planning@ManchesterNH.gov
www.ManchesterNH.gov



H.6.1 Domestic laundry and cleaning

H.6.8 Industrial launderers, dyers

These uses are not currently allowed in any zoning district within the watershed area. The provisions of the 4th change would help protect against future problems with these uses.

- 4) We are recommending that Section 14.02 Powers and Duties of the ZBA be amended to add the following new subsection B.6:

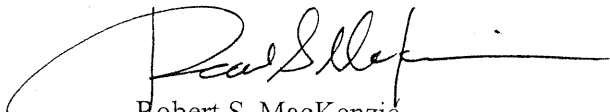
“6. Any proposed non-residential variance request located within the Lake Massabesic Protection Overlay District shall be forwarded to the Manchester Water Works for comment prior to the hearing on the variance.”

Other comments:

- a) While there was some concern about the term “domestic laundry...”, this phrase in the Zoning Ordinance does not apply to household laundry in residential dwellings. In any event, this section is being eliminated from the proposed ordinance.
- b) An Alderman asked for information on the schedule for new sewers in the Candia Road area. The MWW is contacting the Public Works Department for a schedule and will have it available for the aldermen.
- c) We have attached a listing of various business uses that would still be allowed in the B-2 zoning district were the proposed ordinance approved.
- d) We have attached a map of the watershed overlay area for each of the Aldermen.

I will be available to the Committee to review this matter if you have any questions.

Sincerely,



Robert S. MacKenzie

Director of Planning and Community Development

C: Tom Bowen
Leon LaFreniere

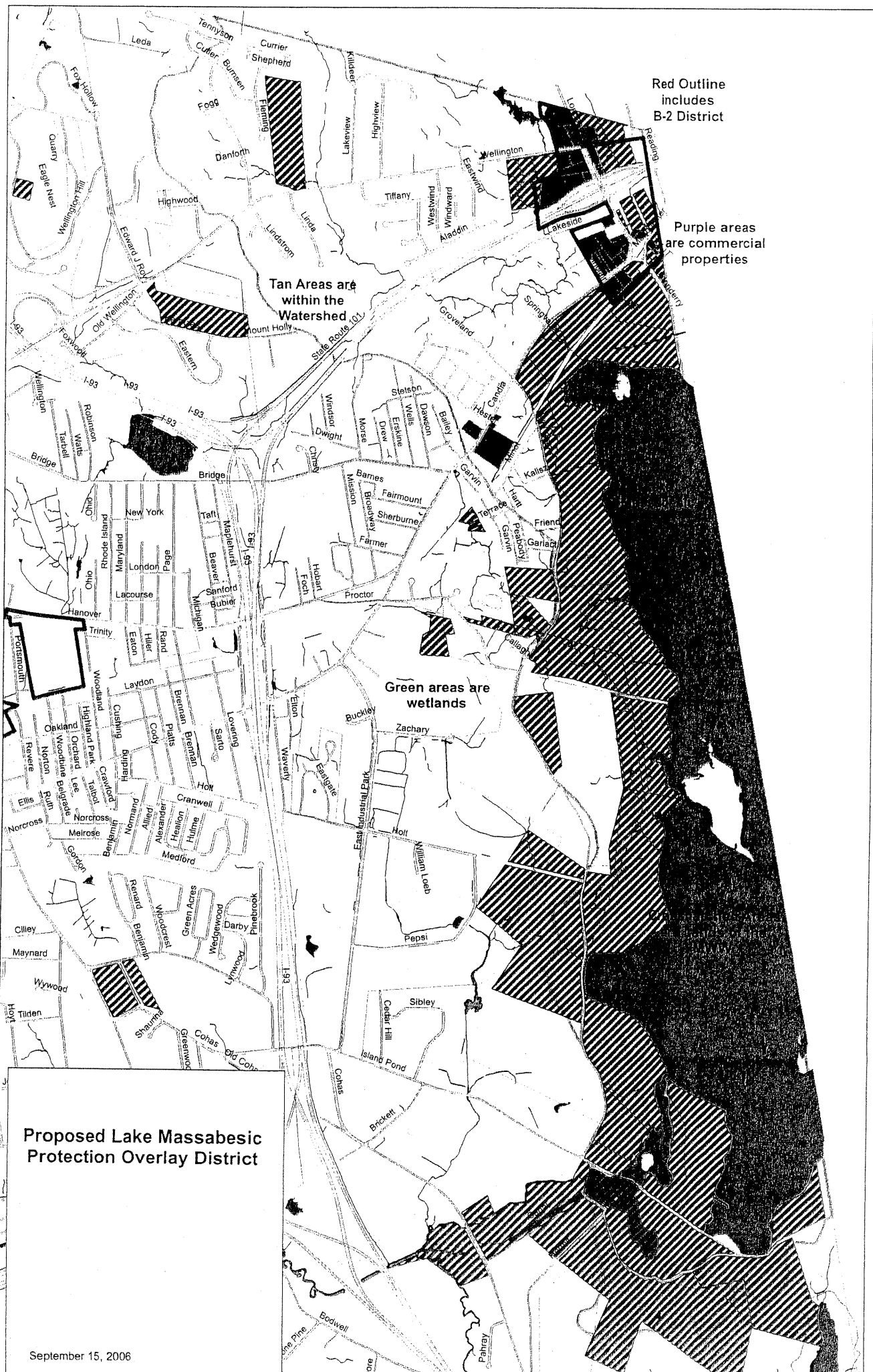
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The following principal uses would be permitted, either by right or with a Conditional Use Permit from the Planning Board, on property zoned B-2 within the proposed Lake Massabesic Protection Overlay District:

- Dwellings in upper stories of building with commercial first floor (A.8)
- Congregate housing (A.10)
- Commercial kennel (B.5)
- Veterinary hospital (B.6)
- Printing & Publishing (D.5)
- Limousine or taxi service (garage) (E.2)
- Warehousing or wholesale storage & distribution facilities (E.3)
- Telecommunications Towers (freestanding) (E.7)
- Telecommunications Antennae (on existing structures) (E.8)
- Radio/TV stations, offices, studios (E.9)
- Telephone, telecommunications & cable service operations & maintenance facilities (E.10)
- Essential public services, utilities & appurtenances (E.12)
- Building construction materials, nursery products, garden centers, manufactured housing, and similar retail uses with extensive outside storage of inventory (F.1)
- Furniture & major appliance stores (F.2)
- Convenience retail uses including grocery, delicatessen, drug store & similar uses in establishments of up to 8,000 square feet (F.3)
- Convenience retail uses including grocery, delicatessen, drug store & similar uses in establishments greater than 8,000 square feet (F.4)
- Sales of general goods & merchandise within an establishment of up to 8,000 square feet (F.5)
- Sales of general goods & merchandise within an establishment greater than 8,000 square feet (F.6)
- Restaurants of up to 5,000 square feet, serving alcoholic beverages (G.1)
- Restaurants greater than 5,000 square feet, serving alcoholic beverages (G.2)
- Night clubs & other establishments (G.3)
- Establishment of up to 5,000 square feet, not serving alcoholic beverages, and without drive-through service (G.4)
- Establishment greater than 5,000 square feet, not serving alcoholic beverages, and without drive-through service (G.5)
- All establishments with drive-through service (G.6)
- Banking, financial, real estate & insurance offices (H-1.1)
- Other business & professional offices (H-1.2)
- Offices of health care practitioners & outpatient health care (H-2.1)
- Nursing homes, rehabilitation & convalescent centers providing 24-hour nursing care (H-2.3)

- Medical & dental laboratories (H-2.4)
- Hotels, motels & extended stay facilities (H-3.1)
- Conference, trade or convention center (H-3.3)
- Theaters, cinemas & concert halls (H-4.1)
- Amusement arcade & dance hall (H-4.2)
- Dance or music studios & schools (H-4.3)
- Bowling centers & billiard halls (H-4.4)
- Mini-golf (H-4.8)
- Competitive sports facility with spectator seating (H-5.1)
- Indoor health & fitness center, pool, gym or membership recreation center (H-5.2)
- Outdoor recreation facility, golf course, or membership sports club (H-5.3)
- Photographic studios (H-6.2)
- Beauty & barber shops, tailors, shoe repair & shoeshine parlors (H-6.3)
- Watch, clock, jewelry, home furnishings & small appliance repair (H-6.4)
- Photo labs, media & mailing services, copy centers, sign shops (H-6.5)
- Self-service storage facility (H-6.6)
- Funeral parlors & crematories (H-6.7)
- Large appliance repair, furniture repair or upholstery shop (H-6.9)
- Equipment rental & leasing (H-6.10)
- Business equipment repair & maintenance (H-6.11)
- Tattoo Parlors (H-6.12)
- Commercial parking garage (I.7)
- Commercial surface parking lot (I.8)
- Elementary or secondary school, including recreation facilities (public) (J.1)
- Public or private college or university, including dormitories (J.3)
- Business & trade schools (J.4)
- Cultural facilities, such as museums & libraries (J.5)
- Commercial child daycare facilities (J.6)
- Adult daycare facilities (J.7)
- Membership fraternal & social organizations & clubs (J.8)
- Churches (J.9)
- Monasteries & convents (J.10)
- Cemeteries (J.11)
- Ambulance & emergency services (J.11)
- Municipal facilities (J.13)



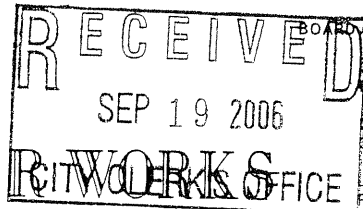


**Proposed Lake Massabesic
Protection Overlay District**

September 15, 2006



MANCHESTER WATER WORKS
281 LINCOLN ST., MANCHESTER, NEW HAMPSHIRE 03103-5093 Tel. (603) 624-6494



BOARD OF WATER COMMISSIONERS

D. ARTHUR SOUCY
President

DONALD P. COUTURIER
Clerk

JAMES W. CRAIG
PATRICIA H. CORNELL
RICHARD M. BUNKER
LOUIS C. D'ALLESANDRO

Ex Officio
HON. FRANK C. GUINTA
Mayor

THOMAS M. BOWEN, P.E.
Director and Chief Engineer

ROBERT BEAURIVAGE, P.E.
Asst. Director

September 15, 2006

Mr. Robert S. MacKenzie, AICP, Director
City of Manchester
Planning and Community Development
One City Hall Plaza
Manchester, NH 03101

RE: LAKE MASSABESIC ZONING OVERLAY DISTRICT

Dear Bob:

As a follow up to the public hearing of August 21, 2006, and our recent meeting, Manchester Water Works has reviewed the comments made by members of the Board of Mayor and Aldermen and the public that testified at the meeting, as well as those that submitted written testimony, and offers the attached revisions which we believe will address many of the concerns raised at the meeting, while at the same time providing a significant level of protection to the Lake Massabesic watershed from future development within such close proximity to Lake Massabesic.

Many of the restricted uses that were identified, specifically items C-2, D-1, 2, 3 and 6, E-4, 5, 6 and 11 and H-6.1 and 6.8 are all uses which are currently not permitted within the five current zoning areas which make up the Lake Massabesic watershed. As they are already prohibited uses within the district, Manchester Water Works would propose to remove them from consideration and we have proposed language that would require formal notification to Manchester Water Works of all non-residential zoning petitions filed within the Lake Massabesic Zoning Overlay District so that we would be able to participate in the review and discussion with regard to such uses in the future.

With regard to the issue of impervious surfaces and the discussion that ensued relative to driveways, Manchester Water Works would offer that residential properties less than or equal to 12,500 square feet, which is the minimum lot size for the majority of the residential zone, would be exempt from the 50-foot prohibition. For these smaller lots within the district, the 25-foot prohibition that currently exists would prevail.

The remaining prohibitions, items I-1, 2, 3, 4, 5, 6 and M 2, 3, which primarily relate to the repair of automobiles, boats, heavy equipment and automobile service stations and car washes are proposed to remain as prohibited uses and we would offer as justification, the documented cases which currently exist of contamination in and around the Lake Massabesic Traffic Circle,

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Mr. Paul S. MacKenzie
September 15, 2006
Page Two

as well as a letter of support from Mr. Paul Susca, Source Water Protection Coordinator for the New Hampshire Department of Environmental Services. According to the letter, such prohibitions are featured prominently in model ordinances as proposed for the protection of drinking water supplies by both the NHDES and the USEPA.

Should you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tom Bowen".

Thomas M. Bowen, P.E.
Director

TMB:ds

A small, hand-drawn circle in the bottom left corner of the page.

September 14, 2006

Thomas M. Bowen, P.E.
Director
Manchester Water Works
281 Lincoln St
Manchester NH 0310

Subject: Land use restrictions for water supply protection

Dear Tom,

I was pleased to hear about the progress Manchester Water Works has made toward implementing land use restrictions to protect Lake Massabesic. Land use restrictions, both watershed-wide and within critical buffer areas along water bodies and tributaries, are a well established means of protecting water supply watersheds. The City is to be commended for its foresight in implementing such protection in order to maintain Lake Massabesic's water quality.

In April 2000, the New Hampshire Department of Environmental Services published *Model Rule for the Protection of Water Supply Watersheds*. This model rule includes a number of land use restrictions within several hundred feet of a water supply and its tributaries, including:

- Servicing, washing, or repair of boats or motor vehicles,
- Junk yards or salvage yards,
- Application of septage, sewage sludge, animal manure, or fertilizer,
- Storage of liquid petroleum products (excluding normal residential use and on-premise heating fuel),
- Generation, storage, use, treatment, or disposal of hazardous waste,
- Storage or disposal of solid waste,
- Storage of road salt or de-icing chemicals,
- The rule generally includes exceptions for normal residential use.

Land use restrictions are also a recurring theme in U.S. Environmental Protection Agency's *Protecting sources of drinking water: Case studies in watershed management* (April 1999). In addition, the model surface water ordinance for water supply protection on USEPA's website (<http://www.epa.gov/owow/nps/ordinance/mol7.htm#surfacewater>) discusses inclusion of the entire watershed as well as a tiered approach to buffer zones. The eight land uses prohibited in EPA's model ordinance are:

- Automobile service stations,
- Junkyards,
- Disposal of hazardous materials or solid wastes,
- Storage or production of hazardous materials,

- Treatment of hazardous material,
- Dry-cleaning, dyeing, printing, photo processing and any other business that stores, uses, or disposes of hazardous material, unless all facilities and equipment are designed and operated to prevent the release or discharge of hazardous materials and have undergone an inspection to certify they are in compliance within hazardous material regulations.
- Disposal of septage or septic sludge,
- Other uses as specified by the (local government authority) as potential contaminating activities.

Once again, Manchester Water Works is one of the more proactive large water systems in New Hampshire in terms of source water protection, and the City of Manchester is to be commended for their foresight in protecting their water supply source. Please feel free to contact me if I can be of assistance.

Sincerely,

Paul Susca
Source Water Protection Coordinator

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LAKE MASSABESIC ZONING OVERLAY DISTRICT

Add the following statement to the proposed Section IV Article 7.11 B
The Manchester Water Works will receive formal notice of all non residential zoning petitions filed within the District.

C. Prohibitions within the Lake Massabesic Protection Overlay District

1. Regardless of the underlying zone, the following land uses, as listed in Article 5.10 Table of Principle Uses and Table 5.11 Table of Accessory Uses are deemed incompatible with the intent of and prohibited in the District:

Use No.	Use	WATERSHED CURRENT ZONING RESTRICTIONS (reference only)				
		R-S	R-1A	B-2	C-2	CV
I.1	Sales or rental of motor vehicles	---	---	P	---	---
I.2	Sales, rental, repair of boats, etc	---	---	P	---	---
I.3	Sales, rental, repair of heavy eq.	---	---	CU	---	---
I.4	Automotive repair	---	---	P	---	---
I.5	Automotive service station	---	---	P	---	---
I.6	Carwashes and car care centers	---	---	P	---	---
M.2	Accessory outside storage ind	P	---	SE	SE	---
M.3	Accessory manufacturing use	---	---	P	---	---

2. In addition, the following restrictions and/or prohibitions of land uses apply within 50 feet of waterways or wetlands in the Lake Massabesic Protection Overlay District: No impervious surfaces (driveways, parking lots, roads, etc) except on residentially zoned lots less than or equal to 12,500 square feet in which case 25 feet shall prevail.

WATERSHED CURRENT ZONING RESTRICTIONS (reference only)						
Use No.	Use	R-S	R-1A	B-2	C-2	CV
C.2	Building contractor yards	---	---	---	---	---
D.1	Primary manufacturing ind.	---	---	---	---	---
D.2	Other manufacturing fabrication	---	---	---	---	---
D.3	Materials research and testing	---	---	---	---	---
D.6	Research and Development	---	---	---	---	---
E.4	Truck or rail terminal	---	---	---	---	---
E.5	Bulk fuel storage for distribution	---	---	---	---	---
E.6	Airports, air terminals	---	---	---	---	---
E.11	Solid waste / resource recovery	---	---	---	---	---
H-6.1	Domestic laundry and cleaning	---	---	---	---	---
H-6.8	Ind. launderers, dyers	---	---	---	---	---

These uses would only be permitted subject to standard action of the Planning and Zoning Boards.



To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Community Improvement respectfully recommends, after due and careful consideration, that the Board authorize acceptance and expenditure of funds in the amount of \$70,000 for the FY2007 CIP 811507 Economic Development Strategic Planning Project, and for such purpose a resolution and budget authorization have been submitted.

The Committee notes that matching funds will come from 2007 611407 Development Coordinator (\$17,500 - CDBG) and from 2006 610706 Planning Studies Implementation (\$52,500 - one time reserve) and that these amounts are listed for match identification purposes and will be used for the project but will not be transferred.

(Unanimous vote except for Alderman Gatsas who was unavailable.)

Respectfully submitted,

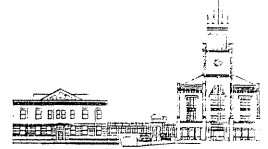

Clerk of Committee

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CITY OF MANCHESTER

Office of the City Clerk



Leo R. Bernier
City Clerk

Carol A. Johnson
Deputy City Clerk

Paula L-Kang
Deputy Clerk
Administrative Services

Matthew Normand
Deputy Clerk
Licensing & Facilities

Patricia Piecuch
Deputy Clerk
Financial Administration

MEMORANDUM

To: Committee on Community Improvement
Board of Mayor and Aldermen

From: C. Johnson
Deputy City Clerk

Date: September 18, 2006

Re: Economic Development Administration Grant Award

Enclosed please find a communication regarding a MEDO Economic Development Administration Grant award. This office is polling both the Committee on CIP and the Board of Mayor and Aldermen for approval of the \$70,000 grant award, which requires matching funds as the communication outlines. It is our understanding that action is needed prior to September 28th which is the reason for the poll.

Please respond to either Paula or myself at this office with your vote prior to Friday, September 22nd.

Enclosures

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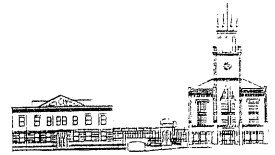


Robert S. MacKenzie, AICP
Director

CITY OF MANCHESTER

Planning and Community Development

Planning
Community Improvement Program
Growth Management



Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

Memo to: Committee on CIP

From: Robert S. MacKenzie *RS*

Date: September 18, 2006

Subject: MEDO Economic Development Administration
Grant Award

Paul Borek has informed this Office that the Economic Development Administration has offered the City a grant in the amount of \$70,000. The funds are to be used to conduct several feasibility analyses of the recommendations made in the Economic Strategic Plan. The City will be required to match the EDA grant on a dollar for dollar basis and accordingly, will use a combination of previously allocated CDBG funds (2007 611706 Development Coordinator) and one time reserve funds (2006 Planning Studies Implementation Grant) to effect the match.

Attached for your review is a copy of the grant award details listing the program budget, scope of services and reporting requirements, omitted is a 25 page "boilerplate" of EDA Financial Assistance Standard Terms & Conditions. The entire package has been submitted to the City Solicitor's Office for their review and comments, should any of the Committee members so desire a copy of the omitted EDA boilerplate we will forward a copy upon request.

Attachments:

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 Fax: (603) 624-6529
E-mail: planning@ManchesterNH.gov
www.ManchesterNH.gov

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"Amending the FY 2007 Community Improvement Program, authorizing and appropriating funds in the amount of Seventy Thousand Dollars (\$70,000) for the FY2007 CIP 811507 Economic Development Strategic Planning Project."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

WHEREAS, the Board of Mayor and Aldermen has approved the 2007 CIP as contained in the 2007 CIP budget; and

WHEREAS, Table 1 contains all sources of State, Federal and Other funds to be used in the execution of projects; and

WHEREAS, the Board of Mayor and Aldermen desires to accept Economic Development Administration funds in the amount of \$70,000 from the United States Department of Commerce for the implementation of economic development feasibility analyses to be matched locally on a dollar to dollar basis from existing CIP Projects;

NOW, THEREFORE, be it resolved that the 2007 CIP be amended as follows:

By adding:

FY2007 CIP 811507 – Economic Development Strategic Planning - \$70,000 Federal EDA

Resolved, that this Resolution shall take effect upon its passage.





U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
The Curtis Center
Suite 140 South
Independence Square West
Philadelphia, Pennsylvania 19106-3323

08-28-2006 RCVD

In Reply Refer to:
Investment No.: 01-87-08391

25 AUG 2006

Mr. Paul J. Borek
Economic Development Director
City of Manchester
One City Hall Plaza
Manchester, New Hampshire 03101-2099

Dear Mr. Borek:

We are pleased to inform you that the Economic Development Administration (EDA) has approved a Financial Assistance Award in an amount not to exceed \$70,000, in response to your application for Federal assistance under P.L. 108-373, Section 203, Grants for Planning.

Enclosed are three signed copies of the Financial Assistance Award; your agreement to the terms and conditions of the award should be indicated by the signature of your principal official on these signed copies. Two of the executed copies should be returned to the Director, Philadelphia Regional Office, Curtis Center, Suite 140 South, Independence Square West, Philadelphia, PA 19106. If not signed and returned within 15 days of receipt, the Grants Officer may declare the Award null and void.

You are cautioned not to make any commitments in reliance on this award, nor to enter into negotiations relative hereto, until you have carefully reviewed the terms and conditions and have determined that you are in compliance or that you can comply therewith. Any commitments or undertakings entered into prior to obtaining the approval of the Government in accordance with its regulations and requirements will be at your own risk.

Sincerely,

Paul M. Raetsch
Regional Director

Enclosures

FINANCIAL ASSISTANCE AWARD

AWARD PERIOD

August 1, 2006 to July 31, 2007

RECIPIENT NAME City of Manchester

AWARD NUMBER

01-87-08391

STREET ADDRESS One City Hall Plaza

FEDERAL SHARE OF COST

\$70,000

CITY, STATE, ZIP CODE Manchester, New Hampshire 03101-2099

RECIPIENT SHARE OF COST

\$70,000

AUTHORITY The Economic Development Administration Reauthorization Act of 2004 (P.L. 108-373)

TOTAL ESTIMATED COST

\$140,000

CFDA NO. AND PROJECT TITLE 11.302 - Economic Development Planning - Short-Term Planning

BUREAU	FUND	FCFY	PROJECT-TASK	ORGANIZATION	OBJECT CLASS
20	40	06	0108391-000	01	4110

This Award approved by the Grants Officer is issued in triplicate and constitutes an obligation of Federal funding. By signing the three documents, the Recipient agrees to comply with the Award provisions checked below. Upon acceptance by the Recipient, two signed Award documents shall be returned to the Grants Officer and the third document shall be retained by the Recipient. If not signed and returned without modification by the Recipient within 30 days of receipt, the Grants Officer may unilaterally terminate this Award.

- ☒ Department of Commerce Financial Assistance Standard Terms and Conditions
- ☒ Special Award Conditions
- ☒ Line Item Budget
- ☐ 15 CFR Part 14, Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, Other Non-Profit, and Commercial Organizations
- ☒ 15 CFR Part 24, Uniform Administrative Requirements for Grants and Agreements to State and Local Governments
- ☐ OMB Circular A-21, Cost Principles for Educational Institutions
- ☒ OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments
- ☐ OMB Circular A-122, Cost Principles for Nonprofit Organizations
- ☐ 48 CFR Part 31, Contract Cost Principles and Procedures
- ☒ OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations
- ☒ Other(s) EDA Standard Terms and Conditions - Capacity Building Programs

SIGNATURE OF DEPARTMENT OF COMMERCE GRANTS OFFICER

TITLE

DATE

8/23/06

TYPED NAME AND SIGNATURE OF AUTHORIZED RECIPIENT OFFICIAL

TITLE

DATE

DEPARTMENT OF COMMERCE FINANCIAL ASSISTANCE
SPECIAL AWARD CONDITIONS

A. AWARD NUMBER AND PROPOSAL DESCRIPTION

This Award Number 01-87-08391, supports the work described in the Recipient's Application for Federal Assistance, entitled Economic Development Planning dated July 21, 2006, and revisions, which are incorporated into this award by reference. Where the terms of this award and proposal differ, the terms of the award shall prevail.

B. AWARD CONTACTS

- 1 The Recipient Contact's name, address and telephone number are:


Paul J. Borek
Economic Development Director
City of Manchester
One City Hall Plaza
Manchester, NH 03101
(603) 624-6505

- 2 The Federal Program Officer is responsible for the programmatic, technical and/or scientific aspects of this award. The Federal Program Officer's name, address and telephone number are:

Tyrone Beach, Chief, Capacity Division
Economic Development Administration
Philadelphia Regional Office
The Curtis Center, Suite 140 S., Independence Square West
Philadelphia, PA 19106
(215) 597-7883

- 3 The Grants Officer is responsible for all administrative aspects of this award and is authorized to award, amend, suspend, and terminate financial assistance awards. Grants Officer's name, address, and telephone number are:

Paul M. Raetsch, Regional Director
Economic Development Administration
The Curtis Center, Suite 140 S., Independence Square West
Philadelphia, PA 19106
(215) 597-4603



- 4 The Grants/Cooperative Agreement Specialist is responsible for administrative coordination and liaison with the Recipient. This individual receives appropriate material from the Federal Program Officer and/or the Recipient for administrative processing. The Grants/Cooperative Agreements Specialist's name, and telephone number are:

Bill Good
(215) 597-0405

C. LINE ITEM BUDGET

See Economic Development Administration, Special Award Conditions, Item IV.

D. REFUND CHECKS

The Recipient shall submit all refund checks to the Department of Commerce (DoC) accounting office identified below. All checks must identify on their face the name of the DoC agency funding the award, award number, and no more than a two-word description to identify the reason for the refund. A copy of the check should be provided to the Federal Project Officer.

Economic Development Administration
P. O. Box 100202
Atlanta, Georgia 30384

E. PROGRAM INCOME

Program income earned during the award period shall be retained by the Recipient and shall be added to funds committed to the award and used for the purposes and under the conditions applicable to the use of the award funds.



U.S. Department of Commerce
Economic Development Administration

Special Award Conditions of Financial Assistance Award
for Planning Grants under Section 203 of the
Public Works and Economic Development Act of 1965, as amended by the
Economic Development Administration Reform Act of 2004 (P.L. 108-373)

Award Number: 01-87-08391

Recipient: City of Manchester

Address: One City Hall Plaza
Manchester, NH 03101-2099

I. This award will extend from August 1, 2006 to July 31, 2007

EDA will make award payments for reimbursements and three-month advances when the Recipient submits a Request for Advance or Reimbursement (SF-270).

II. Total allowable costs will be determined at the conclusion of the award period.

III. The following reports are due on the dates indicated:

- A. Midpoint Progress Report February 28, 2007
- B. Final Progress Report August 31, 2007
- C. Financial Reporting: Financial Status Report (SF-269 or SF-269A) according to the schedule below:

<u>Period</u>	<u>Due Date</u>
August 1, 2006 to January 31, 2007	February 28, 2007
February 1, 2007 to July 31, 2007	August 31, 2007

9

Note: The second semi-annual financial report should include all expenses charged to the award. The Recipient, however, may elect to submit a separate final financial report for the entire award period no later than 90 days following the expiration of the award period.

EDA will close the award on the basis of the final financial report. EDA may, however, revise the eligible project costs based upon the audit report, if required under the Standard Terms and Conditions.

E. Submissions

All reports related to this project are to be submitted to the Federal Program Officer:

Tyrone Beach, Chief, Capacity Division
Economic Development Administration
The Curtis Center, Suite 140 S., Independence Square West
Philadelphia, PA 19106
(215) 597-7883

In addition, the Recipient will submit a copy of the Midpoint Progress Report and the Final Progress Report to the appropriate EDA Economic Development Representative.

IV. Budget:

A. Under the terms of the Award the approved budget is:

Federal Cash Contribution	\$70,000
Recipient Contribution	\$70,000
Total	\$140,000

B. Budget Categories

Direct Charges:

1. Personnel	\$26,000
2. Fringe Benefits	\$9,000
3. Contractual	\$103,000
4. Other	\$2,000
Total Direct Charges	\$140,000
Grand Total	\$140,000

- V. See the attached Scope of Work (Attachment A), and Authorized Staffing Plan (Attachment B).
- VI. LOCAL SHARE: The Recipient agrees to provide the Recipient's contribution for eligible project expenses in proportion to the Federal share requested for such project expenses. The Recipient also certifies that, in accepting the Financial Assistance Award, the non-federal share of the project costs is committed and is available as needed for the project and that the non-federal share is from sources which can be used as match for the project.
- VII. FEDERAL SHARE OF PROJECT COSTS: The EDA participation in total eligible project costs will be limited to the EDA grant amount or the EDA share of total allowable project costs based on the area's grant rate eligibility at the time of award, whichever is less.

8

Scope of Work

Manchester Strategic Planning Implementation - detailed planning and feasibility analyses of recommendations made in the Year 1 EDA Strategic Planning Grant Initiative:

Technology Incubator – This feasibility analysis would survey and evaluate research and development opportunity and identify the most promising areas of technology development and commercialization for a tech-based business incubator in Manchester.

Advanced Technology Research Laboratory – A feasibility analysis for this will focus on identifying and matching strategic and urgent government research and defense needs with innovative and inventive research capacity and capability in Manchester and Northern New England.

Manchester Capital Initiative – The Manchester Capital Initiative (MCI) is a program designed to facilitate the development of a reliable supply of risk capital for business start-ups and expanding companies from angel investors and venture capitalists.

Commuter Rail Facility Development & Financing – Analyze the feasibility of using innovative financing techniques (e.g. TIF Financing) to generate new incremental tax revenues capable of supporting debt service on commuter rail station development and rail bed/track improvements.

Performing Arts/Convention Center Feasibility Study – A concert and performance venue capable of seating 1,500 to 2,000 people is needed to fill the gap in market entertainment venues between the Palace Theater (Capacity – 900) and the Verizon Center (capacity - 10,000). A convention center capable of accommodating larger trade shows and conferences will further attract business meetings, support services, new visitors, local spending and increased tax revenues to the City of Manchester.



Attachment B

Award Number 01-87-08391

Authorized Staff Positions

Percentage of time to Award

Development Coordinator

40%

P

ECONOMIC DEVELOPMENT ADMINISTRATION STANDARD TERMS AND CONDITIONS

Capacity Building Programs

These Standard Terms and Conditions apply to awards of capacity building programs under the Public Works and Economic Development Act of 1965, as Amended, including the Economic Development Administration Reform Act of 1998 Pub.L. 105-393 and the Economic Development Administration Reauthorization Act of 2004 Pub.L. 108-373 (PWEDA), Sections 203, 207, and 209 (strategy grants), Federal laws, regulations, Executive Orders and OMB Circulars that apply to a previous award, except as noted in the Special Terms and Conditions, shall apply to an amendment or renewal of that award.

A. Statutory, Regulatory, Executive Order and Other Federal Requirements

Some of the terms and conditions herein contain, by reference or substance, a summary of the pertinent statutes, regulations, Executive Orders or OMB Circulars. To the extent that it is a summary, such term or condition is not in derogation of, or an amendment to, such Federal requirements. All statutes or regulations, whether or not referenced herein, are to be applied as amended on the date they are administered.

The Recipient shall comply, and require any contractors or subcontractors to comply, with PWEDA under which this award is made, the regulations issued pursuant thereto, and with all Federal, state, and local laws applicable to its undertaking and activities.

B. General Requirements

1. **USE OF CONSULTANTS/CONTRACTORS:** For all proposals and contracts where costs are expected to exceed \$100,000, the scope of work and the cost of such must be submitted to and approved by EDA prior to employment of such consultants or contractors. Recipients will ensure that any consultant or contractor paid from funds provided under this award is bound by all applicable award terms and conditions. EDA shall not be liable hereunder to a third party nor to any party other than the Recipient.



2. OTHER FUNDING SOURCES: Federal funds for this program shall not be used to replace any financial support previously provided or assured from any other source. The Recipient agrees that the general level of expenditure by the Recipient for the benefit of program area and/or program designated in the Special Terms and Conditions of this award, or any amendment or modification thereto, shall be maintained and not reduced as a result of the Federal-share funds received under this program.
3. REIMBURSEMENT FOR TRAVEL: Travel by the Recipient confined to the EDA region(s) within which that Recipient is operating and/or to Washington, D.C., for purposes related to the award, does not need prior approval, as long as approved budgeted travel funding levels are not exceeded. Travel which is not in an approved work schedule plan must have prior approval of the FPO.
4. RECIPIENT CONTRIBUTIONS: When all or part of the local share match is in-kind, the evaluation of such in-kind local share match is subject to reevaluation by EDA at any time, and any deficiency so determined by EDA shall be compensated by supplemental contributions by the Recipient as a condition for further disbursements by EDA.
5. PERFORMANCE MEASURES: The Recipient agrees to report on program performance and project outcomes in such form and at such intervals as may be prescribed by EDA in compliance with the Government Performance and Results Act of 1993. The performance measures that apply to this project are included with and made a part of the grant award package in the Special Terms and Conditions. EDA will advise the Recipient in writing, within a reasonable period prior to time of submission, in the event there are any modifications in the performance measures.

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Human Resources/Insurance respectfully recommends, after due and careful consideration, that the current Parking Meter Supervisor be reclassified to a Parking Meter Technician and that the incumbent in such position be red-lined until such time as the salary grade levels are equivalent.

(Aldermen Gatsas, Shea and Pinard voted yea; Alderman Garrity voted nay; and Alderman Duval was absent.)

Respectfully submitted,


Clerk of Committee


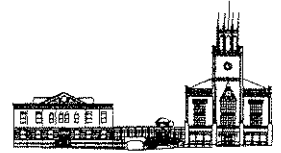
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CITY OF MANCHESTER

Human Resources Department

One City Hall Plaza
Manchester, New Hampshire 03101
Tel: (603) 624-6543 (V/TTY) • Fax: (603) 628-6065
www.ManchesterNH.gov



August 16, 2006

Alderman Ted Gatsas, Chairman
Human Resource and Insurance Committee
City of Manchester
One City Hall Plaza
Manchester, New Hampshire 03101

Re: Reclassification, Traffic Division

Dear Alderman Gatsas and Members of the Committee:

On May 2, 2006, the Board of Mayor and Aldermen approved a proposal by the Committee on Administration/Information systems to reorganize the Traffic Department. The recommendation was to create a Division of Traffic at the Highway Department and a Division of Parking at the Economic Development Department. (Copy attached)

In the Committee Report, Item (d) it is stated that there will be two Parking Meter Technicians at grade 12. The current compliment is one Parking Meter Technician and one Parking Meter Supervisor, salary grade 15. There are incumbents in both positions. The current structure has a Parking Manager salary grade 25, an Administrative Service Manager salary grade 16, a Parking Meter Supervisor salary grade 15 and a Parking Meter Technician salary grade 12. Based upon the Committee's Report, I am recommending that the Parking Meter Supervisor position be reclassified to a Parking Meter Technician. I would recommend that the incumbent in the Parking Meter Supervisor position be "red-lined" until such time as salary grade 12 is equivalent to salary grade 15. Paul Borek, Director of Economic Development concurs with this recommendation.

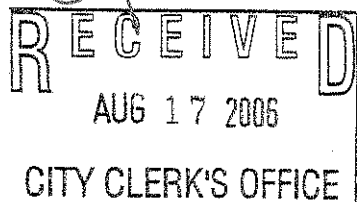
Your favorable approval of these requests would be greatly appreciated.

Respectfully submitted,

Virginia A. Lamberton

Virginia A. Lamberton
Human Resources Director

Attachment



To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Administration/Information Systems respectfully recommends, after due and careful consideration, that there be a reorganization of the Traffic Department and Parking Operations to become effective July 1, 2006 by creating a Division of Traffic and a Division of Parking with the following provisions:

- a) that Jim Hoben, Deputy Traffic Director, be grandfathered in at Grade 22 (upon his departure from city service the position would be re-evaluated);
- b) that Jim Hoben (grandfathered) be made Traffic Operations Manager at Grade 22;
- c) that Denise Boutilier become the administrator (Grade 16) in the Parking Enterprise Fund and review of this position shall be made by the Human Resources Director after 6-12 months to see if the position is properly classified with report to the full Board of Mayor and Aldermen at a later date;
- d) that two Parking Meter Technicians at Grade 12 be assigned to the Division of Parking;
- e) that a Parking Manager be hired under the Enterprise System at Grade 25;
- f) that the parking Enterprise Fund administrator (Denise Boutilier) and the two Parking Meter Technicians shall report to the Economic Development Director;
- g) that the Human Resources Director will work with the Economic Development Director and others if need be to assist in the development of a job classification for a Parking Manager at Grade 25 so it can be advertised as soon as possible; and
- h) the city move forward with an RFP for new display meters as soon as possible so as to aid all Board members in their deliberations and final decision.

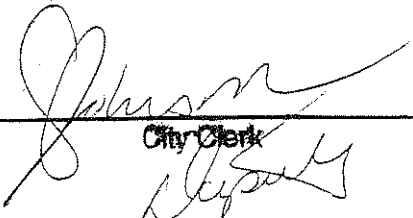


The Committee also recommends that funding for Jim Hoben, as Traffic Operations Manager, be placed in the FY07 budget.

The Committee further recommends that the affiliation of the Parking Control Officers under the supervision of the Police Department remain as present with the understanding that funding is provided for under the Parking Enterprise Fund, allowing for further consideration by the Board at a later time following budget adoption.

The Committee recommends that the Board accept and approve the aforementioned recommendations and refer same to the Committee on Finance for FY07 budget actions as may be required, and to the Committee on Bills on Second Reading for Ordinance preparation and technical review as may be necessary with final adoption of related Ordinances anticipated to be accomplished by the full Board of Mayor and Aldermen prior to July 1, 2006.

At a meeting of the Board of Mayor and Aldermen
held May 2, 2006 on a motion of Ald. Lopez
fully seconded by Ald. O'Neil the report
of the Committee was accepted and its recommendations
(adopted) ~~(denied)~~


City Clerk

Respectfully submitted,



Clerk of Committee



IN BOARD OF MAYOR AND ALDERMEN.
MAY 2, 2006.

ACCEPTED. RECEIVED. ADOPTED.

A TRUE RECORD. ATTEST.


CITY CLERK


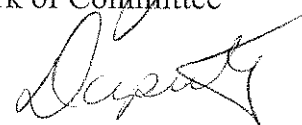
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To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Human Resources and Insurance respectfully recommends, after due and careful consideration, that the Board establish a policy that the retirement health subsidy of retired employees accepted by the City can be applied toward the copay of health insurance in cases of married active and retired employees.

Unanimous vote with exception of Alderman Garrity who was absent.

Respectfully submitted,


Clerk of Committee


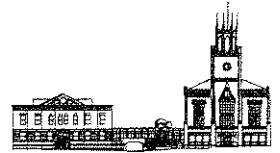




CITY OF MANCHESTER

Human Resources Department

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July 19, 2006

Alderman Ted Gatsas, Chairman
Human Resource and Insurance Committee
City of Manchester
One City Hall Plaza
Manchester, New Hampshire 03101

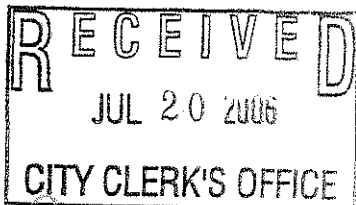
Re: Retiree Insurance Subsidy

Dear Alderman Gatsas and Members of the Committee:

Effective July, 2006, individuals who have retired from the City and are receiving a retirement annuity from the Contributory Retirement System, and who meet the criteria, are eligible to receive a subsidy toward their health insurance as long as they are on the City's health insurance plan.

A retired employee has been informed that he is eligible for the health insurance subsidy in the amount of hundred dollar (\$100) per month. This retiree is married to an active City employee who has a two person health insurance plan which covers the retiree. Mr. Fleury, Executive Director of the retirement system, has informed both this office and the retired employee, that the City will be receiving one hundred dollars a month toward his health insurance coverage.

Currently, employees are required by City policy to pay 12.5% toward their premium for Blue Choice. That equates to \$17.28 per week for one person and \$34.56 per week for a two person plan. The monthly amount is \$69.11 for one person and \$138.22 for a two person plan. The retired person believes that \$69.11 of the \$100 subsidy should be applied to the co-payment that his wife is paying pursuant to City policy which is \$138.22 per month. To allow that would be inconsistent with both the City policy and Collective Bargaining Agreements that requires all employees to pay 12.5% of the monthly premium. However, to not allow that would be inconsistent with the purpose of the health insurance subsidy, ie reduce the expense of health insurance for eligible retired employees.



July 19, 2006

Therefore, I am asking your Committee to set a policy for this type of situation. Surely in the future, there will be more employees retiring and their spouses continuing to work until they are eligible for retirement. I think it is important that we set a policy to ensure that we treat all retired and active employees equally in this sort of circumstance.

I look forward to discussing this situation with you and the Committee at our next meeting.

Respectfully submitted,

A handwritten signature in cursive script, reading "Virginia A. Lamberton".

Virginia A. Lamberton
Human Resources Director

A large, handwritten capital letter "R" in the bottom right corner of the page.

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Public Safety and Traffic respectfully recommends, after due and careful consideration, that the City hire a Compliance Officer to support the Building Department.

Unanimous with exception of Alderman O'Neil who was absent from the vote.

Respectfully submitted,


Clerk of Committee




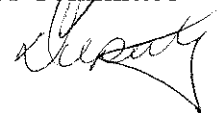
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To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Public Safety and Traffic respectfully recommends, after due and careful consideration, that the City hire a Compliance Officer to support Solid Waste issues for the Highway Department.

Unanimous with exception of Alderman O'Neil who was absent from the vote.

Respectfully submitted,


Clerk of Committee


T

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Public Safety and Traffic respectfully recommends, after due and careful consideration, that the following regulations governing standing, stopping, and parking and operation of vehicles, be adopted pursuant to Chapter 70 of the Code of Ordinances of the City of Manchester and put into effect when duly advertised and the districts affected thereby duly posted as required by the provisions of that chapter and chapter 335 of the Sessions Laws of 1951.

Section 70.36 Stopping, Standing, or Parking Prohibited

YIELD SIGNS:

On Second Street at Queen City Avenue, southeast island
On Second Street at Queen City Avenue, southeast corner

CROSSWALKS:

On South Main Street, north of Harvell Street
On Harvell Street, east of So. Main Street

RESCIND CROSSWALK:

On Lowell Street, east and west of Ash Street (ORD. 1620)

STRIPED SINGLE YELLOW CENTER LINE:

On Robert Hall Road from Litchfield town line to the Londonderry town line

STRIPED STOP BARS:

On Brent Street at Robert Hall Road
On Vandora Drive at Robert Hall Road

PARKING FOR PARK USE ONLY:

Stevens Park Parking Lot, Corner of Tarrytown Road and Lake Avenue

u

Report of Cmte. on Public Safety & Traffic

Page 2

STOP SIGNS:

On Maynard Avenue at Rosewood Lane, SWC, NEC
On Rosewood Lane at Maynard Avenue, SEC
On Granite Street at West Street, NEC, 4-Way

STOP SIGNS (EMERGENCY ACT):

On Brunelle Avenue at So. Lincoln Street, NEC, SWC, 4-Way
On Douglas Street at Putnam Street, SEC, 3-Way

2-HOUR PARKING (8AM-4PM/MONDAY-FRIDAY/EMERGENCY ACT):

On Central Street, north side, from Tarrytown Road westerly to the dead end

2-HOUR PARKING (8AM-6PM):

On Blodget Street, south side, from Elm Street to a point 112 feet easterly
On Blodget Street, south side from a point 138 feet east of Elm Street to a point 18 feet easterly

2-HOUR PARKING (8AM-6PM/MONDAY-FRIDAY/EMERGENCY ACT):

On Maple Street, east side, from Spruce Street to Lake Avenue South Back Street

2-HOUR PARKING (8AM-2PM/MONDAY-FRIDAY):

On Ash Street, east side, from Lowell Street to Bridge Street
On Ash Street, west side, from a point 90 feet north of Lowell Street to Bridge Street

2-HOUR PARKING (8 AM-2PM/MONDAY-FRIDAY/EMERGENCY ACT):

On Maple Street, east side, from Cedar Street to Spruce South Back Street

RESCIND 30-MINUTE PARKING:

On Blodget Street, south side, from Elm Street to a point 90 feet east (ORD. 2674)

**RESCIND 1-HOUR PARKING (8AM-4PM/MONDAY-FRIDAY/
EMERGENCY ACT):**

On Central Street, both sides, from Tarrytown Road westerly to the dead end

RESCIND 1-HOUR PARKING:

On Brook Street, north side, from a point 20 feet east of Elm Street to a point 6-feet easterly (ORD. 2712)

4

Report of Cmte. on Public Safety & Traffic

Page 3

RESCIND 2-HOUR PARKING (8AM-6PM):

On Brook Street, north side, from a point 80 feet east of Elm Street to Elm East Back Street (ORD. 2713)

**RESCIND 2-HOUR PARKING (8AM-6PM/MONDAY-FRIDAY/
EMERGENCY ACT):**

On Maple Street, east side, from Cedar Street to Lake Avenue South Back (ORD. 8833)

NO PARKING ANYTIME:

On Brook Street, north side, from Elm Street to a point 80 feet east

On Beech Street, west side, from Pearl Street to a point 75 feet northerly

On Central Street, south side, from Tarrytown Road westerly to the dead end

On Weston Road, north side, from a point 118 feet west of Roysan Street to a point 95 feet west

NO PARKING ANYTIME (EMERGENCY ACT):

On Maple Street, east side, from Spruce Street, South Back Street to Spruce Street

On Page Street, west side, from Laydon Street to a point 60 feet north

On Jewett Street, east side, from Somerville Street to a point 85 feet south

On Brown Avenue, east side, from a point 80 feet south of Pettingill Road to a point 180 feet southerly

On McQuesten Street, north side, from the dead-end to a point 95 feet westerly

On Wheelock Street, east side, from West Hancock Street to a point 105 feet southerly

NO PARKING (7AM-7PM/MONDAY-FRIDAY):

On Hall Street, east side, from a point 30 feet south of Spruce Street to a point 37 feet southerly

NO PARKING LOADING ZONE:

On Blodget Street, south side, from a point 112 feet east of Elm Street to a point 26 feet east

NO PARKING DURING SCHOOL HOURS:

On Hoyt Street, east side, from Joshua Drive to a point 75 feet northerly

RESCIND NO PARKING (7AM-7PM/MONDAY-FRIDAY):

On Hall Street, east side, from Spruce Street to a point 105 feet south (ORD 8417)



4

REPEALING PROVISIONS

That all rules and regulations now in effect in accordance with the provisions of an Ordinance "Chapter 70 Motor Vehicles and Traffic" as adopted August 6, 2002, with subsequent amendments thereto and inconsistent with the traffic rules and regulations herein adopted be repealed.

(Unanimous vote)

Respectfully submitted,


Clerk of Committee




To the Board of Mayor and Aldermen of the City of Manchester:

The Special Committee on Energy Contracts and Related Projects respectfully recommends, after due and careful consideration, that a plan to terminate the Aggregation program be approved as follows:

- 1) the Enterprise Funds pay back their share of the Aggregation program by the end of FY2011;
- 2) the General Fund will pay back its share by the end of FY2011; and
- 3) the City will enter into negotiations with the School District to develop a plan to pay back its share of the Aggregation program by the end of FY2011.

(Aldermen Thibault, Lopez and Long voted yea; Aldermen Forest and Garrity were absent.)

Respectfully submitted,


Clerk of Committee


✓



City of Manchester

Office of the Mayor
Hon. Frank C. Guinta

September 5, 2006

The Special Committee on Energy Projects
& Related Projects
One City Hall Plaza
Manchester, NH 03101

Dear Chairman Thibault:

During the FY2007 budget process, I indicated to the Board of Aldermen that I would be bringing forth a plan to terminate the Aggregation program. Although the program succeeded in its goals of saving energy dollars, the relevance of maintaining the program at this time seems impractical.

Therefore, attached please find an analysis which would close out this program. Based upon savings and cost projections, and after having had discussions with the City Enterprise Funds and the Finance Department, I am recommending the following actions:

1. The Enterprise Funds pay back their share of the Aggregation program by the end of FY2007;
2. The General Fund will pay back its share from the FY2006 Contingency Account;
3. The City will enter into negotiations with the School District to develop a plan to pay back its share of the Aggregation program.

I would ask that the Committee approve this policy and forward it to the Board of Mayor & Aldermen for final approval.

Sincerely,

Frank C. Guinta
Mayor

Calulation for Aggregation Fund Close-out

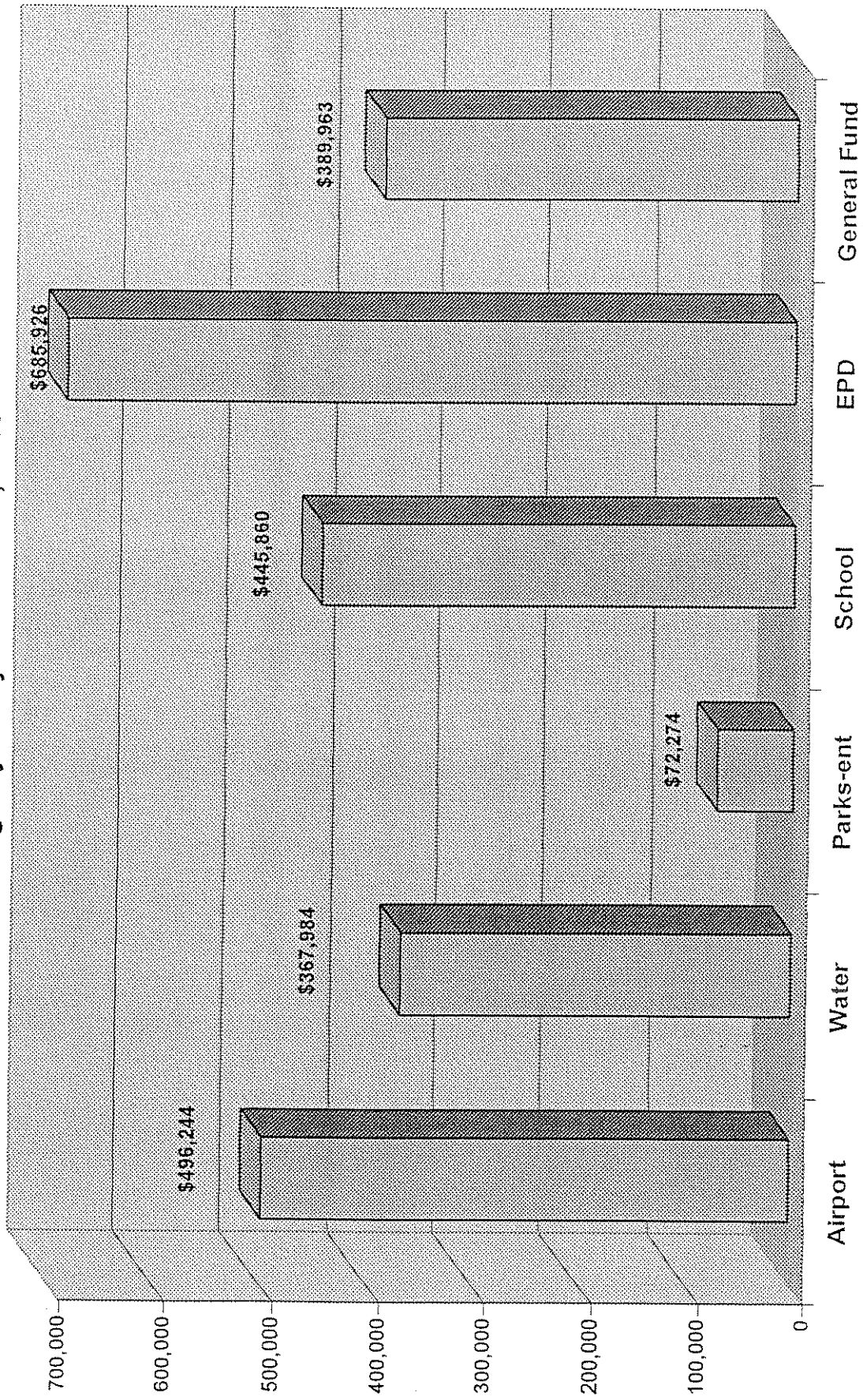
Department	Savings
OYS	846
BMD	44,568
Tax	22
Fire	38,414
Police	45,878
Health	12,157
Traffic	27,756
Welfare	1,640
P&R	90,342
Library	16,986
Elderly	2,029
Unknown	3,574
Outdoor Lights	178,023

Share of Deficit

Airport	496,244	357,519.39
Water	367,984	265,114.50
Parks-ent	72,274	52,069.83
School	445,860	353,267.48
EPD	685,926	494,175.59
General Fund	<u>389,963</u>	<u>280,948.98</u>
Total	2,458,251	1,803,095.77

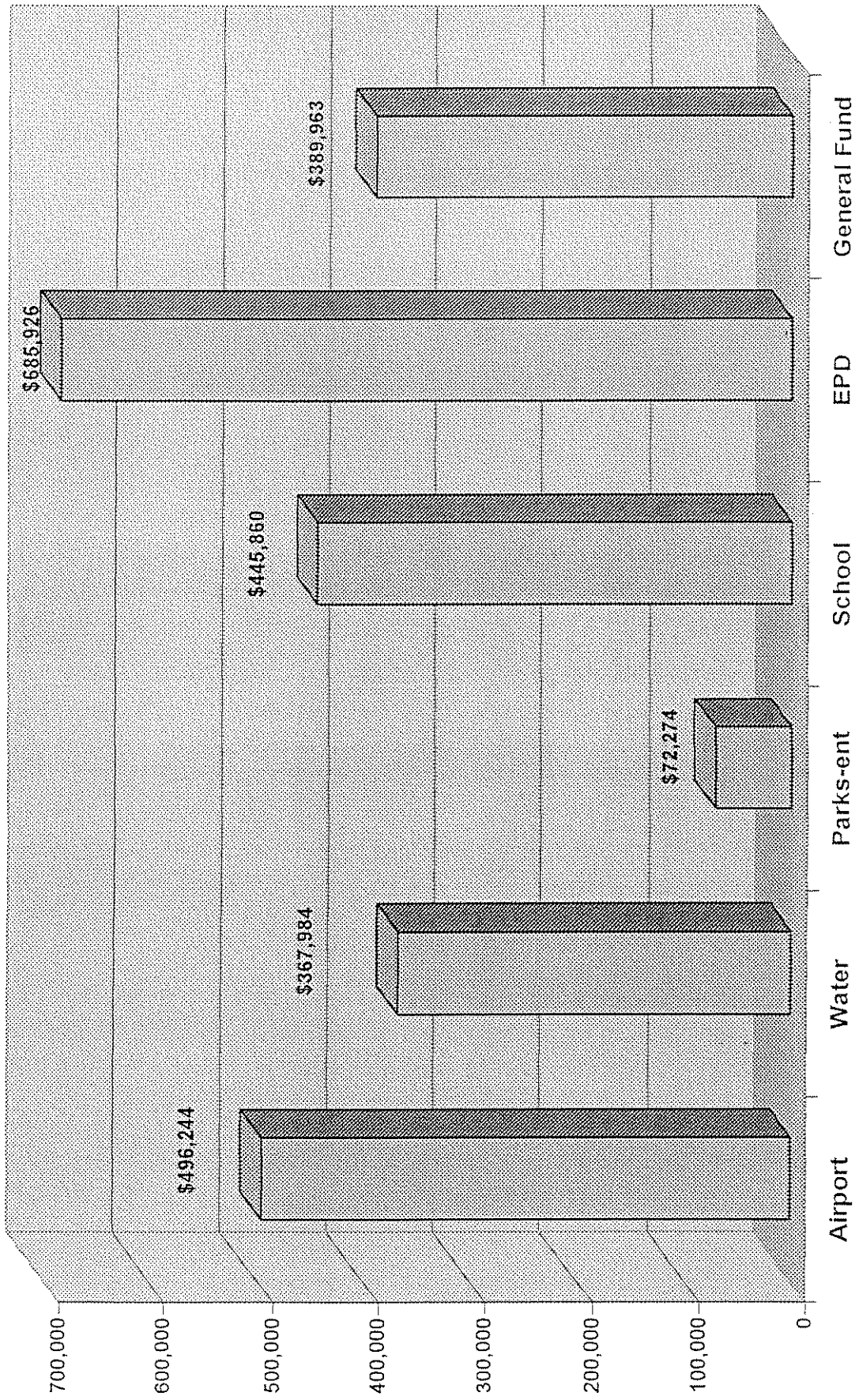
✓

City of Manchester - Energy Efficiency Program
Cost Savings By Entity as of March, 2005



✓

City of Manchester - Energy Efficiency Program
Cost Savings By Entity as of March, 2005



Manchester Area Aggregation Program
Results of Energy Efficiency Projects
City of Manchester

	Date	Total Cost Savings (\$/yr)	Implementation Cost (\$)	Rebate (\$)	Net Implementation Cost	Simple Payback (Years)	Cumulative Cost Savings To date	FEE
Center of NH Parking Garage Lighting Upgrades	6/1999 - 9/1/1999	\$5,614	\$38,622	\$0	\$38,622	6.9	\$39,390	\$539
Manchester Police Lighting Upgrades	10/1999 - 3/2000	\$2,995	\$8,339	\$0	\$8,339	2.8	\$19,521	\$169
Carpenter Library Lighting Upgrades	8/1999 - 2/2001	\$11,018	\$51,978	\$3,000	\$48,978	4.7	\$61,640	\$3,725
Fire Stations Lighting Upgrades	5/1999- 5/2001	\$24,977	\$109,982	\$7,493	\$102,489	4.4	\$133,644	\$20,222
IR Bay Heaters Hydronic Heating-Station 3	5/1999- 6/2001	\$24,515 \$2,781	\$119,272 \$37,426	\$0 \$0	\$119,272 \$37,426	4.9 13.5	\$129,090 \$14,644	\$24,515
HVAC-Central Station	5/1999- 6/2001	\$14,265	\$248,674	\$0	\$248,674	17.4	\$75,116	
Total Fire Stations		\$66,538	\$515,354	\$0	\$515,354	7.7	\$352,494	
Information Systems Lighting Upgrades	4/2001- 5/2001	\$1,625	\$8,745	\$1,565	\$7,180	5.4	\$8,695	\$1,565
Building Services (Clay St) Lighting Upgrades	4/2001- 5/2001	\$1,558	\$3,639		\$3,639	2.3	\$8,336	
Water Treatment Facility Lighting Upgrades	6/1999- 6/2001	\$10,468	\$36,219		\$36,219	3.5	\$55,122	\$12,643
Wastewater Treatment Facility Lighting Improvements	6/1999- 10/2001	\$68,038	\$236,852	\$10,000	\$226,852	3.5	\$335,530	\$13,668
Retube Incinerator Economizer	6/1999- 10/2001	\$153,804	\$112,030		\$112,030	0.7	\$758,485	
Parking Garages Lighting Upgrades - Canal Street	4/2001- 5/2002	\$15,721 \$9,523	\$33,195 \$28,810	\$3,000 \$3,000	\$30,195 \$25,810	2.1 3.0	\$68,397 \$41,432	\$3,000 \$3,000
Parks & Rec Maintenance Garage IR Bay Heaters	11/2002- 3/2003	\$8,881	\$26,009	\$2,500	\$23,509	2.9	\$31,242	\$8,881

	Date	Total Cost Savings (\$/yr)	Implementation Cost (\$)	Rebate (\$)	Net Implementation Cost	Simple Payback (Years)	Cumulative Cost Savings To date	FEE
Manchester Police								
Dispatch lighting solution/upgrade	3/2003 - 4/2003		\$293	\$0	\$293			
Firing Range lighting & testing environment program upgrade	3/2003 - 4/2003	\$1,897	\$5,718	\$790	\$4,928	3.0	\$6,512	\$897
Parks & Rec - WestSide & JFK Arenas								
Lighting Improvements	9/2002- 7/2003							
Low E-Ceiling								
Desiccant Dehumidification								
Evaporative Condenser								
Ice Temperature Controllers								
		\$59,726	\$313,474	\$49,294	\$264,180	5.2	\$205,032	\$57,871
Rines Center								
Lighting Improvements-new	12/2002- 12/2003							
HVAC Improvements								
New Boiler								
Lighting Improvements-retrofit		\$3,267	\$43,777	\$7,516	\$36,261	13.4	\$9,577	\$3,267
Verizon Wireless Arena								
Variable speed drives (5)	11/2002- 10/2003	\$57,602	\$215,000	\$50,000	\$165,000	3.7	\$168,861	\$4,500
MAAP Current Projects:								
Police Station								
Lighting Improvements	2/2004- 6/2004	\$13,265	\$25,277	\$573	\$24,704	1.9	\$38,886	\$13,265
Garage Heaters	9/1/04 12/1/04	\$16,834	\$36,163	\$12,110	\$24,053	2.1	\$49,349	\$16,834
Gill Stadium								
Lighting Improvements	2/2004- 6/2004	\$2,385	\$15,658	\$14,451	\$1,207	6.6	\$6,992	\$2,385
School Gas Conversion								
	7/2003- 6/1/05	\$32,048	\$325,772	\$325,772	\$0	10.2	\$93,949	\$32,048
MAAP Totals		\$542,807	\$2,080,924	\$491,064	\$1,589,860		\$2,359,442	\$222,994

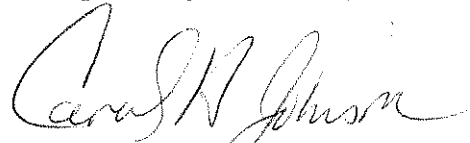
To the Board of Mayor and Aldermen of the City of Manchester:

The Special Committee on Energy Contracts and Related Projects respectfully recommends, after due and careful consideration, that the City endorse the Cool Cities program and authorize the Mayor to sign on to the U.S. Conference of Mayor's Climate Protection Agreement to encourage implementation of smart energy solutions.

The Committee recommends that a staff team including Highway, Traffic, Building Maintenance Division, and Recycling Coordinator review materials and report back to the Board of Mayor and Aldermen as deemed appropriate.

(Aldermen Thibault, Lopez and Long voted yea; Aldermen Forest and Garrity were absent.)

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Carol M. Johnson".

Clerk of Committee

A handwritten signature in cursive script, appearing to read "Supra".A handwritten mark consisting of a stylized, cursive letter 'W'.

Sarah Macneil
349 Maple Street, #2
Manchester, NH 03103

September 18, 2006

Alderman Henry R. Thibault,
Chairman of The Special Committee for Energy Contracts and Related Contracts
280 Thornton Street
Manchester, NH 03102

re: **Request to be put on the agenda for the next, September 2006, meeting of the
Special Committee for Energy Contracts and Related Contracts.**

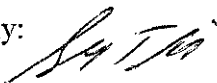
Dear Alderman Thibault:

Manchester members of the Sierra Club's Cool Cities campaign request to be put on the agenda for the next, September 2006, meeting of the Special Committee for Energy Contracts and Related Contracts.

Please contact us with the date, time, and location of the meeting; Harriet Bingel can be reached at 644-8231; Sarah Macneil can be reached at 624-6044.

Thank you for your consideration in this matter. We look forward to appearing before the Committee.

Sincerely:


Sarah J. Macneil

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RECEIVED
MANCHESTER, NH

06 SEP 12 01:35

New Hampshire Sierra Club
40 North Main Street, 2nd floor
Concord, NH 03301

August 28, 2006

Dear Aldermen:

The enclosed materials contain information about the Sierra Club's Cool Cities program, which addresses global warming by encouraging the implementation of smart energy solutions in local communities. The program calls for local officials to sign on to the U.S. Conference of Mayors' Climate Protection Agreement and reduce their city's carbon dioxide pollution seven percent below 1990 levels.

This program is sweeping the nation, with over 240 cities already participating. Many have already exceeded the Cool Cities goal, including Keene, New Hampshire. Hanover, Nashua and Dover are also part of the program and have begun to save energy and money. For example, as of May 2006 Nashua has saved \$42,000 in energy costs just by switching its street lights and traffic lights to more energy efficient bulbs.

Manchester has begun taking some simple measures to save energy and, according to the mayor's office, the city is hiring an Americorps Vista to research ways the city can save energy. The city is planning a project to plant gardens on the rooftops of city buildings. This will keep cooling costs down in the summer, while the plants take carbon dioxide out of the atmosphere as they grow.

Mayor Baines endorsed the program last autumn and Mayor Guinta has indicated that he will continue the city's commitment, contingent upon support from the Board of Aldermen. As a "Cool City" Manchester would work to meet this goal with practical solutions that reduce waste and save money.

Please take a few minutes to look over the enclosed materials. Next week a Manchester volunteer of the Sierra Club will call you to answer questions and to schedule an appointment for a brief meeting.

Sincerely:

Sierra Club Volunteer





City of Seattle

Greg Nickels, Mayor

US Mayors Climate Protection Agreement

How many mayors have signed the Agreement?

As of January 29, 2006, 201 mayors representing over 41million Americans in 38 states and Washington, D.C.

What does the Agreement do?

Mayors who sign on to the Agreement are making a commitment to reduce greenhouse gas emissions in their own cities and communities to 7% below 1990 levels by 2012 through actions like increasing energy efficiency, reducing vehicle miles traveled, maintaining healthy urban forests, reducing sprawl and promoting use of clean, renewable energy resources. The Agreement also calls for Congress to pass legislation that sets meaningful timelines and limits on emissions through a flexible, market-based system of tradable allowances among emitting industries.

What does the USCM Resolution do?

The Resolution endorsed the US Mayors Climate Protection Agreement and urges all mayors to participate. It calls for a strong partnership between the USCM and the ICLEI Local Governments for Sustainability to help the growing number of participating cities implement the Agreement, and to track progress. The Resolution also encourages the federal government to assist cities in sharing best practices on local climate protection programs.

What's happened since the USCM meeting?

Cities throughout the country are working on climate action measures – from starting greenhouse gas inventories to implementing measures to reduce global warming pollution. In addition to the US Mayors Climate Protection Agreement, there's been a lot of other activity:

- Late in 2005, countries that are part of the Kyoto Accord met in Montreal at the major international conference on climate change and made a renewed commitment to meeting their targets. There was a lot of interest by the international community in the US Mayors Climate Protection Agreement.
- Governor Schwarzenegger (R-CA) announced an ambitious target and plan to reduce global warming pollution in California 11% by 2010, 25% by 2020, and 80% by 2050. If California were a country, it would rank 10th worldwide in greenhouse gas emissions.
- The Northeast States Regional Greenhouse Gas Initiative (RGGI) agreed to a seven state cap-and-trade program for greenhouse gas emissions.
- Major business leaders, including several Fortune 500 Companies like GE and DuPont, have made strong commitments to clean energy and emissions reductions.

Why is this agreement important to mayors?

- They recognize that action on climate change is urgent, as cities throughout the US are already feeling the impacts of climate change. For instance, more intense and frequent storms and sea level rises are causing dangerous coastal flooding, and hydroelectric capacity and water supplies are less stable.
- Nine of the ten hottest years on record occurred in the last decade. People turn to their local governments first for help during droughts, dangerous heat waves, floods, and wildfires.
- Many actions that reduce global warming pollution provide additional benefits that are important to the quality of life in American cities, including cleaner air, decreased dependence on imported oil and gas, healthy urban forests and reduced energy bills.
- Mayors know that taking action now reduces the impacts – and costs – of climate change.
- Now is the time for reducing emissions to avoid even more significant global climate disruption. The US is nearly alone among industrialized countries in lacking a national policy and program on climate protection.

Visit www.seattle.gov/mayor/climate for more information, including participation forms, media coverage, and climate resource links.

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What They're Saying

Mayors

"We're trying to do two things with the climate change agreement. The first is to generate local strategies for reducing greenhouse emissions. The second is to show support for these issues at the local level so that national leaders have the political support they need to do their part."

—Greg Nickels, Seattle, WA.

"This is not only an environmental issue, but also an economic development and sustainability issue. By protecting our environment, we are protecting our resources and preserving them for future generations to come."

—Joy Cooper, Hallandale Beach, FL

Media

"The mayors, both Democrats and Republicans, believe that the growing threat of global warming necessitates immediate action.... The mayors who signed the treaty believe the time has come to confront the issue of global warming and feel the treaty will not have deleterious effects on the economy."

—PBS NewsHour with Jim Lehrer, August 8, 2005

"The fact that there's a bandwagon at all is noteworthy, and the timing is fortuitous. As the Senate deliberates a number of bipartisan climate amendments that have been proposed for the energy bill, mayors from New York City to Salt Lake City are sending a powerful message to D.C. lawmakers that America wants action on global warming."

—Grist Magazine, June 15, 2005

"Ignoring inaction at the highest levels of the U.S. government, 145 mayors across the country have formed a coalition to combat global warming and begun to reshape their cities using innovative programmes and technologies."

—Inter Press Service News Agency, July 19, 2005

"Despite the Bush administration's resistance to the Kyoto global warming pact, more than 130 U.S. mayors have applied the agreement's standards in a bid to reduce America's carbon dioxide emissions."

—ABC News, May 16, 2005

"Between them they represent almost 29m citizens spread across 35 states. But they are joined by the idea that even if the federal government will not sign-up to Kyoto, a difference can be made at a local level. Across the country, the shift in policies... is already underway."

—The New Zealand Herald, May 17, 2005

Others

"Even the states are not as accelerated as the cities. I know where the power is, and I know it's with you guys."

—New Mexico Gov. Bill Richardson speaking to mayors about climate initiatives

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SIERRA
CLUB

Explore, enjoy and protect the planet

COOL CITIES

Solving Global Warming One City at a Time



sierraclub.org/coolcities

COOL CITIES TAKE THE LEAD



ommunities all over America are responding to the threat of global warming with smart energy solutions. These "Cool

Cities" are taking decisive action to reduce heat-trapping emissions, lower energy bills, save taxpayer dollars, and protect our environment.

At a time when the federal government is failing to act, mayors and other local leaders are taking the lead to curb global warming. Beginning with Seattle Mayor Greg Nickels, more than 200 mayors representing 42 million Americans in 38 states have signed the U.S. Mayors Climate Protection Agreement to reduce global warming carbon dioxide (CO₂) pollution in their cities to

7 percent below 1990 levels by 2012 (see seattle.gov/mayor/climate).

These Cool Cities are working to meet this goal with practical and innovative energy solutions that reduce energy waste and pollution, and thereby cut our dependence on oil, benefit public health, and save money.

GLOBAL WARMING: NOW IS THE TIME TO ACT

Scientists have concluded that burning fossil fuels—like oil, coal, and natural gas—to power our cars, homes, and businesses is causing global temperatures to rise. This heating of the earth poses a serious threat to our health, safety, economy, and environment.

The good news is that we have the tools

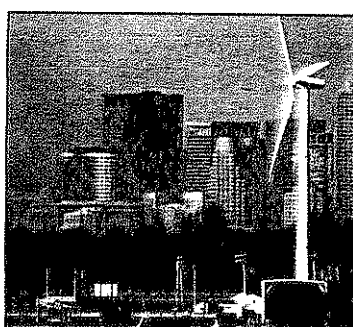
today to reduce global warming pollution, and cities of all sizes are pursuing innovative energy solutions.

While every city's energy solutions plan will be unique, there are three key common Cool City strategies: **Green Vehicle Fleets, Energy Efficiency, and Renewable Energy.**

GREEN VEHICLE SOLUTIONS

The biggest single step we can take to curb global warming is making our cars, trucks, and SUVs go farther on a gallon of gas. Many cities are cutting their global warming emissions by purchasing gas-electric hybrid cars and SUVs for their city vehicle fleet.

By using less gasoline, hybrid vehicles release a fraction of the global warming and



air pollution emitted by conventional vehicles while saving money at the gas pump. Some cities are also providing incentives, such as free parking and lower registration fees, to encourage the purchase of hybrids by local residents and businesses.

ENERGY EFFICIENCY SOLUTIONS

Energy efficiency means using less energy through better technology to light streets and power buildings and industrial facilities. Reducing energy use is one of the most cost-effective and fastest ways to meet our energy needs. Lowering energy costs enables communities to invest more in schools, job creation, and new infrastructure.

Since fossil fuel power plants account for more than one-third of U.S. global warming emissions, saving energy also means



Cool Mayor: Mayor Joseph Adams, of University City, Missouri, accepts the Sierra Club's Cool City award for signing the U.S. Mayors Climate Protection Agreement.

less pollution. From high-tech interior and street lighting, energy-efficient building standards and retrofits, to efficient combined heat-and-power, cities in every region of the country are modernizing lighting, heating, cooling, and other systems.

RENEWABLE ENERGY SOLUTIONS

Cities across the nation are investing in clean and renewable power like solar and wind energy to lower global warming emissions and create a reliable source of safe, homegrown electricity.

Many cities are adopting "renewable energy standards" that require a specific percentage of the electricity sold in a city or utility area to come from renewable sources by a specific target date.

Other cities are incorporating renewable energy technologies, such as solar photovoltaic panels, into the design of public buildings. Renewable power and energy efficiency are essential solutions for replacing electricity from dirty, fossil-fuel-burning power plants.

COOL CITIES: BRINGING COMMUNITIES TOGETHER

The most successful Cool Cities are engaging the entire community to help

meet the goals of the U.S. Mayors Climate Protection Agreement. Local businesses, builders, faith groups, environmentalists, and labor unions are working together to make their cities more livable and vibrant while lowering energy bills, creating good jobs, and tackling a global problem.

RE-ENERGIZING YOUR CITY

As the news of successful city solutions spreads, more cities are joining in the Cool Cities movement to lead our country and our world into a new energy future. Cool Cities are literally re-energizing our nation, proving that we can solve global warming one city at a time.

Now it's your city's turn.



Clean Harvest: Waverly Light & Power in Iowa has installed wind turbines on land leased from local farmers, creating clean electricity for the city and additional income for farmers.

COOL CITIES

TAKE ACTION: BECOME A COOL CITY

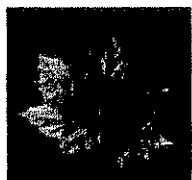
1. Join the U.S. Mayors Climate Protection Agreement to reduce global warming pollution.
2. Encourage carpooling, vehicle fleets with hybrids and other cleaner cars.
3. Modernize city buildings with money-saving energy efficiency technology.
4. Invest in clean and safe renewable energy.

LEARN MORE:

For a list of cities that are becoming "cool," and for resources and specific examples of smart energy city solutions and model action plans, go to sierraclub.org/coolcities.

Global Warming in New Hampshire

OUR CLIMATE, ECONOMY, AND HEALTH



Brilliant fall foliage stretches from the Merrimack Valley to the Great North Woods. Deep winter snows blanket the Presidential Range. Hikers and skiers flock to the White Mountains, while boating and fishing provide family recreation in the Lakes Region. The people of New Hampshire derive their sense of place

from the Granite State's unique landscapes and the rhythms of its climate.

However, changes in New Hampshire's climate brought about by global warming are beginning to affect New Hampshire's way of life—from tourism to economic opportunity and health care costs. To help ensure our children inherit a state that supports a high quality of life and rich opportunities, it is important to understand the causes and direction of climate trends, as well as the practical and responsible steps New Hampshire can take in the next few years to help avoid many of the unfavorable consequences of global warming.

Global warming is already affecting New Hampshire's climate.








Climate Trends

In New England everyone jokes about the fickle weather. Although there is some natural variation in the weather every year, over longer time periods we see climate trends emerge. If you grew up in New Hampshire, you probably remember winters being longer and snowier. In the northeast United States, the average annual temperature has increased by 1.8°F over the last century. Even more striking, New England's average winter (December to February) temperature has increased 4.4°F over the last 30 years.

These temperature changes are affecting the region's plants, animals, and environment. For example, the average snow cover season has decreased by more than 15 days compared with 30 years ago, and the New Hampshire state flower, the purple lilac, now blooms four days earlier.

Much of this warming is caused by emissions, primarily carbon dioxide (CO₂), that blanket the earth and trap heat. The main source of excess CO₂ is the burning of coal, oil, and natural gas to generate electricity

Warming Trend Consequences

	Indicator	Trends	Years Observed
	Days with Snow on the Ground*	16 fewer days	31
	Snowfall*	Decreased 10–60 inches	30
	River Ice Breakup*	11 days earlier	64
	Lake Winnepesaukee Ice Breakup*	8 days earlier	204
	Lilac Bloom Date*	4 days earlier	36
	Precipitation*	8% increase	100
	Growing Season Length*	8 days longer	101

*New England †New Hampshire

Source: Indicators of Climate Change in the Northeast, Markham April 2001
Photo (middle): Courtesy of the National Weather Service

© Jerry and Mary Markham

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and drive our cars. If we continue to generate large quantities of CO₂ and other heat-trapping gases, we can expect an average temperature increase for the northeastern United States of between five and nine degrees Fahrenheit by 2100. To place these projections in perspective, the average global temperature has increased 1.1°F over the last century. Fortunately there are sensible and affordable solutions available today to help us reduce our heat-trapping emissions and preserve our quality of life.

What's at Stake

Ski Industry

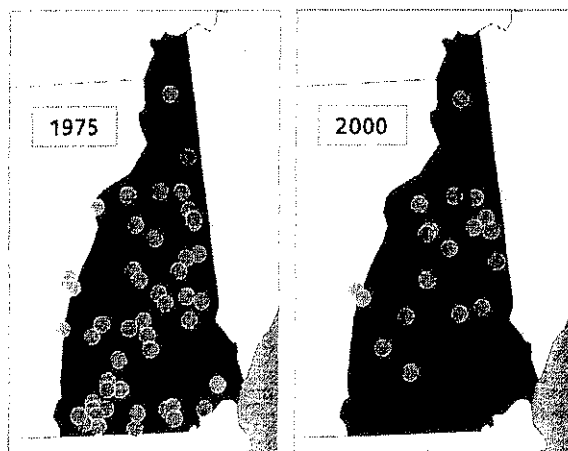


Since 1930 the ski industry has been an important part of New Hampshire's economy. Skiing provides critical jobs in small towns and pumps more than \$650 million into the New Hampshire economy. The ski industry is already

suffering from shorter ski seasons and increased operating costs attributable to the warming of the past few decades. Since 1970 the number of New Hampshire ski areas dropped steeply, with many southern and lower-elevation resorts closest to population centers going out of business.

In order to survive today, New Hampshire ski areas must produce artificial snow on more than 90 percent of their trails. Snowmaking requires freezing temperatures, access to large local water sources, and intensive infrastructure investments. Rising temperatures mean increased snowmaking, leading to higher operating costs.

New Hampshire Downhill Ski Areas

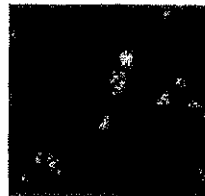


Hamilton et al., 2003

The effects of global warming are already being felt, as many ski areas (indicated by circles) have gone out of business.

Tourism associated with cross-country skiing, snowshoeing, and snowmobiling will see the earliest effects from global warming because these activities depend on natural snowfall and do not have the option of artificial snowmaking.

Forests



Because forests cover most of New Hampshire, projected changes in forest species will change the character of the state. Sugar maples (*Acer saccharum*), for example, occur exclusively in the northeastern United States and

southeastern Canada. Maple sugar production depends on prolonged cold temperatures with freezing nights and warm daytime temperatures to create the optimal sugar content and sap production. With warming under way, the maple sugar industry long associated with New England has already felt some impact. Over the last two decades, the center of maple sugar production has shifted from the United States into Canada.

Global climate models project a substantial northward shift in maple tree distribution. Such shifts in forest vegetation could cause lower elevations in New Hampshire to lose their brilliant fall foliage and resemble instead the brown autumns currently experienced in southern Pennsylvania.

Health Trends Linked to Climate



Today summer storms tracking across Canada clear away pollution in the northeast United States. A recent study looking specifically at global warming and its impact on air quality found that storm

frequency is projected to decrease in the region, resulting in air stagnation over much of New England. If future emissions of carbon monoxide and black carbon remain at today's levels, the study showed air stagnation will result in hazardous smog episodes that will increase in both severity and duration by mid-century.

Studies for Boston and Portland already show increases in emergency room visits for respiratory and asthma incidents that correlate with bad air pollution days (specifically, ground-level ozone events). In addition to asthma and respiratory ailments, poor air quality is also harmful to New Hampshire residents with cardiovascular disease.

Currently poor air quality in New Hampshire results in the premature death of more than 100 residents each year, costing the state one billion dollars annually. If global warming increases the frequency and/or severity of dangerous



Asthma, other respiratory ailments, and cardiovascular incidents are linked with bad air pollution days, which are likely to increase as temperatures rise.

air pollution, then air pollution-related health problems will likely increase, compromising the health of many New Hampshire citizens and increasing the state's public health care expenses.

Choices for New Hampshire

There is a great deal that state, regional, and national policy makers can do today to address the root causes of global warming and reduce its effect on New Hampshire's economy, public health, and environment.

A "Model" Region



New Hampshire has already taken the lead by joining other northeastern states in the Regional Greenhouse Gas Initiative (RGGI)—a cooperative effort to establish a program that will reduce CO₂ emissions from power plants much the same way we successfully and quickly reduced acid rain pollution in the 1990s. This flexible "cap and trade"

A successful program for the Northeast not only benefits the region but can serve as a national model for federal policy.

program harnesses the efficiency of the marketplace to achieve pollution reductions in the most cost-effective manner. A successful program for the Northeast not only benefits the region by reducing pollutants but can serve as a national model for federal policy.

Renewable Energy



Renewable energy resources including wind, solar, and bioenergy are now affordable alternatives to the burning of fossil fuels. Policies such as a federal renewable electricity standard, which requires utilities to generate a portion of their electricity from renewable sources, would create jobs and other in-state economic development while reducing air pollution and global warming emissions.

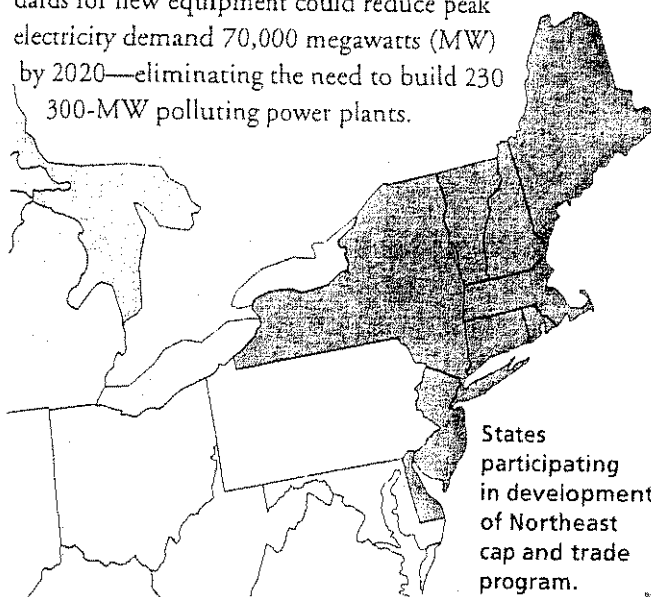
For example, a 10 percent standard—similar to the standard that has passed the U.S. Senate three times—would generate an estimated \$12 million in new income for rural landowners and \$42 million in new property tax revenue. In addition, New Hampshire consumers would save \$70 million on their electricity and natural gas bills by 2020 under a 10 percent standard.

Energy Efficiency



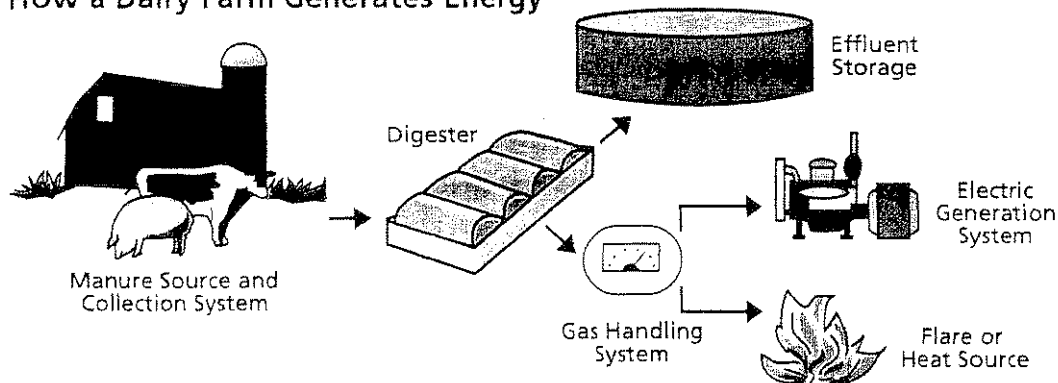
The old "waste not, want not" adage has guided New Englanders for years. Nationally, energy efficiency improvements have helped us keep our per capita energy use almost identical to that of 1973, even though our economic output increased 74 percent in the intervening 30-plus years. These improvements saved consumers at least \$430 billion.

But there remains enormous potential for additional cost-effective energy savings. The U.S. Department of Energy (DOE) estimates that energy efficiency solutions are available now to cut national energy use 10 percent by 2010. For example, simply extending tax incentives for energy-efficient equipment and buildings and setting new efficiency standards for new equipment could reduce peak electricity demand 70,000 megawatts (MW) by 2020—eliminating the need to build 230 300-MW polluting power plants.



States participating in development of Northeast cap and trade program.

How a Dairy Farm Generates Energy



New Hampshire has many renewable energy options, such as bio-energy, that reduce our dependence on fossil fuel energy.

Adapted from Ecological Farming Association

Fuel Economy



Because cars and trucks are responsible for almost a quarter of annual U.S. emissions of heat-trapping CO₂, improving vehicle fuel economy (and thereby reducing emissions) should be a key element of climate policy. Fortunately,

increasing fuel efficiency is one of the most cost-effective and technologically feasible methods of addressing the threat of global warming while benefiting our economy and protecting public health. Off-the-shelf technology can greatly reduce the amount of gasoline that cars, SUVs, and pickup trucks need without raising costs. For example, increasing fuel economy to an average 40 mpg would cost consumers about \$1,000 to \$2,000 per vehicle, but would save consumers \$3,500 to \$6,000 (calculated at two dollars per gallon) on fuel over the life of the vehicle.

A sensible federal policy would therefore increase the average fuel economy of cars, SUVs, and pickup trucks to 40 mpg over the next 10 years. By using existing technology to make more efficient vehicles, Granite State consumers would cut their 2015 gasoline consumption by nearly 50,000 gallons every day, saving \$119 million at the gas pump. In addition, 700 new jobs would be created in New Hampshire by 2015.

Moving Forward Responsibly



Because heat-trapping emissions remain in the atmosphere for decades or even centuries, the choices we make today will affect the climate our children and grandchildren inherit. The only responsible approach is to start reducing heat-trapping emissions now. As illustrated above, many solutions exist today that not only help us begin to slow global warming, but will also have immediate benefits for our air quality and economy. Delaying action by even five to ten years will greatly increase the costs of grappling with the problem.

In addition to reducing emissions that cause global warming, we can address root causes of air pollution that have public health consequences. We must also prepare to manage those future changes that cannot be avoided. With foresight, planning, and a commitment to responsible management, New Hampshire can be a leader in effective climate solutions.

Sensible and affordable solutions are available today to reduce heat-trapping emissions.



**Union of
Concerned
Scientists**

Citizens and Scientists for Environmental Solutions

Two Brattle Square
Cambridge, MA 02238-9105
(617) 547-5552
ucs@ucsusa.org
www.ucsusa.org

Climate science expert Dr. Brenda Ekwurzel wrote this fact sheet. The climate impacts material in this fact sheet is based on several recently published articles, and much of the solutions information is based on analyses from the Union of Concerned Scientists (UCS).

Dr. Brenda Ekwurzel (202) 223-6133

A fully referenced version is available from UCS at www.ucsusa.org/nhwarming or call (617) 547-5552.

References

- Bradbury, J.A., B.D. Keim, and C. P. Wake. (2003) The influence of regional storm tracking and telecommunications on winter precipitation in the northeastern United States, *Annals of the Association of American Geographers*, **93**, 544-556.
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City of Manchester

#1, 4 & 5 Nominated 09/05/06

Office of the Mayor
Hon. Frank C. Guinta

September 5, 2006

The Honorable Board of Mayor & Aldermen
One City Hall Plaza
Manchester, NH 03101

Dear Members of the Honorable Board:

Pursuant to Section 3.14 (b) of the City Charter, please find below the following nominations:

- (1) Louis D. DeMato to succeed Todd Connors as a member of the Conservation Commission, term to expire August 1, 2009;
- onfirmed 09/05/06 (2) Joann O'Shaughnessy to succeed herself as a member of the Conservation Commission, term to expire August 1, 2009;
- onfirmed 09/05/06 (3) Michael S. Poisson to succeed himself as a member of the Conservation Commission, term to expire August 1, 2009;
- (4) Todd Connors to fill a vacancy as an alternate member of the Conservation Commission, term to expire August 1, 2008;
- (5) Richard Anagnost to succeed Matthew Lapointe as a member of the Office of Youth Services Advisory Board, term to expire January 1, 2008;
- onfirmed 09/05/06 (6) Nury Marquez to succeed herself as a member of the Police Commission, term to expire September 15, 2009;
- onfirmed 09/05/06 (7) Thomas Noonan to succeed himself as a member of the Police Commission, term to expire September 15, 2009.

These nominations will layover to the next meeting of the Board pursuant to Rule 20 of the Board of Mayor & Aldermen. Your consideration of these nominees is appreciated in advance.

Sincerely,

A handwritten signature in black ink, appearing to read "Frank C. Guinta". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Frank C. Guinta
Mayor

To the Board of Mayor and Aldermen of the City of Manchester:

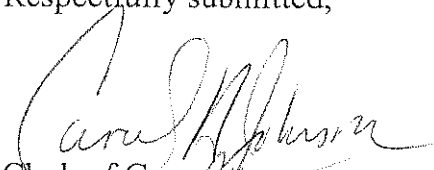

The Committee on Administration and Information Systems respectfully recommends, after due and careful consideration, that Ordinance:

"Amending the Code of Ordinances of the City of Manchester by amending §118.33 (A) Rates For Fares Established, by decreasing the current mileage fraction by which taxi rates are calculated from one-eighth of a mile to one-seventh of a mile."

ought to pass.

Because the last temporary increase in rates for taxis has expired, the Committee requests that the rules be suspended to allow for adoption of such ordinance on October 3rd.

Respectfully submitted,


Clerk of Committee


City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

"Amending the Code of Ordinances of the City of Manchester by amending §118.33 (A) Rates For Fares Established, by decreasing the current mileage fraction by which taxi rates are calculated from one-eighth of a mile to one-seventh of a mile."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

- I. Amend the Code of Ordinances by inserting new language as bolded (**bold**), and deleting existing language as ~~struckthrough~~. Portions of the following sections that remain unchanged appear in regular type.

§ 118.33 RATES FOR FARES ESTABLISHED.

No owner or driver of a taxicab shall charge any passenger or passengers any rate for service within the limits of the city other than is provided for in this section or as allowed by § 118.34 of this subchapter.

(A) Metered fares. For the first one-eighth **seventh** of a mile or fraction thereof for one passenger, \$3; and for each one-eighth **seventh** of a mile or fraction thereof thereafter, \$.25; and for each additional passenger, \$.25.

- II. This ordinance shall take effect upon passage and expire ninety (90) days from date of passage.

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

"Authorizing the Mayor to dispose of certain tax deeded property located at Map 713, Lot 1, known as land on Brown Avenue."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

- I. That in accordance with New Hampshire RSA 80:42, the Mayor is authorized to convey a parcel of tax-deeded property known as Map 713, Lot 1, in the City of Manchester to State of New Hampshire Department of Transportation. The sale shall be evidenced by a deed without covenants and such other instruments as may be necessary to release all right, title, interest or claim in said parcel. Said property formerly owned by Edmund M. Warren was acquired by the City of Manchester by virtue of Tax Collector's Deed, dated September 16, 1940, and recorded in the Hillsborough County Registry of Deeds, Volume 1007, Page 266, on September 16, 1940. The purchase price of the parcel shall be Twenty Seven Thousand Dollars (\$27,000.00) deemed a reasonable price by the Board of Assessors, and all of the costs related to this transaction.
- II. This Ordinance shall remain in effect for six months from the date of passage.

22+31

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

"Authorizing the Mayor to dispose of certain tax deeded property located at Map 866, Lot 6, (consolidated from former 141 Broadhead and 142 through 145/half of this parcel) known as land on Brown Avenue."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

- I. That in accordance with New Hampshire RSA 80:42, the Mayor is authorized to convey a parcel of tax-deeded property located at Map 866, Lot 6, (consolidated from former 141 Broadhead and 142 through 145/half of this parcel Broadhead) known as land on Brown Avenue in the City of Manchester to State of New Hampshire Department of Transportation. The sale shall be evidenced by a deed without covenants and such other instruments as may be necessary to release all right, title, interest or claim in said parcel and portions of any discontinued street abutting said parcel. The aforementioned property, formerly owned by Otis H Perry, was acquired by the City of Manchester by virtue of a Tax Collector's Deed, dated September 15, 1941 as recorded in the Hillsborough County Registry of Deeds, Volume 1023, Page 359, on September 15, 1941, and a Tax Collector's Deed dated October 2, 1936 as recorded in the Hillsborough County Registry of Deeds, Volume 956, Page 255. The purchase price of this entire parcel shall be Two Thousand Four Hundred Dollars (\$2,400.00) deemed a reasonable price by the Board of Assessors, and all of the costs related to this transaction.
- II. This Ordinance shall remain in effect for six months from the date of passage.

22+31

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

"Amending Sections 33.024, 33.025, & 33.026 (Systems/Programming Manager-Systems/Development Manager, Computer Programmer-Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

SECTION 33.024 CLASSIFICATION OF POSITIONS be amended as follows:

Delete Systems/Programming Manager, Class Code 2210
Establish Systems/Development Manager, Class Code 2210

Delete Computer Programmer, Class Code 2180
Establish Applications Developer/Analyst, Class Code 2180

SECTION 33.025 COMPENSATION OF POSITIONS be amended as follows:

Delete Systems/Programming Manager, Class Code 2210, Grade 23
Establish Systems/Development Manager, Class Code 2210, Grade 23

Delete Computer Programmer, Class Code 2180, Grade 18

Establish Applications Developer/Analyst, Class Code 2180, Grade 19

SECTION 33.026 CLASS SPECIFICATIONS be amended as follows

Change Class Specification for Systems/Programming Manager to Systems/Development Manager, Class Code 2210, Grade 23, exempt (see attachment)

Change Class Specification for Computer Programmer to Applications Developer/Analyst, Class Code 2180, Grade 19 non-exempt (see attachment)

This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

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City of Manchester, New Hampshire

Class Specification

This is a class specification and not an individualized job description. A class specification defines the general character and scope of responsibilities of all positions in a job classification, but it is not intended to describe and does not necessarily list every duty for a given position in a classification.

<u>Class Title</u>	Systems/Programming Manager	
<u>Class Title</u>	Systems/Development Manager	
<u>Class Code Number</u>	2210-23	

General Statement of Duties

Manages and supervises computer programming, computer operations, systems analysis applications development/analysis, Web services administration, GIS services administration and computer operations staff, and related functions; performs related work as required.

Distinguishing Features of the Class

The principal function of an employee in this class is to ensure computer applications operate in service of City Departments. The work is performed under the supervision and direction of the Information Services Director but extensive leeway is granted for the exercise of independent judgement and initiative. Supervision is exercised over the work of employees in the class of Computer Operator I and II, Computer Programmer, Computer Programmer/Analyst Applications Developer/Analyst, Senior Applications Developer/Analyst, Web Services Administrator, GIS Services Administrator and related technical personnel. The nature of the work performed requires that an employee in this class establish and maintain effective working relationships with other information technology personnel, other City employees, technical vendors and the public. The principal duties of this class are performed in a general office environment.

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Examples of Essential Work
(illustrative only)

- Supervises application development, Web administration, GIS administration and operations staff, including coordinating data processing, reviewing applications and support requests, assigning work to staff, testing data to ensure program integrity and providing technical advice to staff as necessary;
- Serves as the City's project manager for the implementation and administration of City-wide systems, including coordinating training; monitoring, scheduling and implementing software revisions; problem resolution with vendors and users; overseeing transfer of information and service delivery from existing systems to new systems; and developing programs to extract information from existing systems as necessary;
- Maintains systems software, including operating systems, databases, compilers and utilities;
- Inspects, evaluates, determines and diagnoses systems failures and initiates corrective processes;
- Directs, implements and oversees maintenance and repair procedures on systems and equipment;
- Prepares plans, technical reports, statistical data and records on systems use;
- Writes detailed technical specifications for proposals and bids, evaluates proposals and administers contracts;
- Participates in the development of policies and procedures relating to the security of microcomputers, network applications and disaster recovery;
- Prepares budget for assigned area;
- Maintains and modifies vendor software packages;
- Analyzes, reviews, writes and/or rewrites programs for new requirements or to increase operational efficiency;
- Designs procedure, operation and user manuals and provides subsequent training;
- Applies expert systems analysis and design techniques to complex system development in a broad or specialized design area and/or resolves unique or unyielding problems in existing systems by applying new technology;
- Designs and monitors necessary testing and implementation plans;
- Performs other duties of technical analytical personnel as necessary;
- Provides needed information and demonstrations concerning how to perform certain work tasks to new employees in the division;
- Keeps immediate supervisor and designated others fully and accurately informed concerning work progress, including present and potential work problems and suggestions for new or improved ways of addressing such problems;
- Attends meetings, conferences, workshops and training sessions and reviews publications and audio-visual materials to become and remain current on the principles, practices and new developments in assigned work areas;

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- Responds to questions and comments from City department heads and other users in a courteous and timely manner;
- Communicates and coordinates regularly with appropriate others to maximize the effectiveness and efficiency of interdepartmental operations and activities;
- Performs other directly related duties consistent with the role and function of the classification.

<p style="text-align: center;">Required Knowledge, Skills and Abilities (at time of appointment)</p>

- Comprehensive knowledge of assigned system needs, including user requirements, priorities, and interests;
- Comprehensive knowledge of City computing resources and related networks;
- Comprehensive knowledge of computer application design and programming practices and procedures;
- Comprehensive knowledge of computer system programming languages used by the City;
- Comprehensive knowledge of data processing practices and procedures;
- Comprehensive knowledge of data processing troubleshooting principals and practices;
- Comprehensive knowledge of computer equipment application software and operating systems;
- Comprehensive knowledge of information technology system concepts;
- Comprehensive knowledge of computer terminal usage;
- Ability to analyze and comprehend various administrative and business operations and to apply computer technology to those operations;
- Ability to provide expertise on application software, computer languages and operating systems;
- Ability to train, supervise, evaluate and coordinate the work of others;
- Ability to establish and maintain effective working relationships with associates, City employees and outside vendors;
- Ability to understand and adapt to different governmental business activities easily;
- Ability to analyze and understand user needs underlying assigned system development requests;
- Ability to communicate effectively with others, both orally and in writing, using both technical and non-technical language;
- Ability to understand and follow oral and/or written policies, procedures and instructions;
- Ability to prepare and present accurate and reliable reports containing findings and recommendations;
- Ability to operate a personal computer using standard or customized software applications appropriate to assigned tasks;
- Ability to use logical and creative thought processes to develop solutions according to written specifications and/or oral instructions;
- Ability to perform a wide variety of duties and responsibilities with accuracy and speed under the pressure of time-sensitive deadlines;
- Ability and willingness to quickly learn and put to use new skills and knowledge brought about by rapidly changing information and/or technology;

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- Integrity, ingenuity and inventiveness in the performance of assigned tasks.

Acceptable Experience and Training

- Graduation from an accredited college or university with a Bachelors Degree in Computer Science or related field; and
- Considerable experience in developing and maintaining computer programs and applications; or
- Any equivalent combination of experience and training which provides the knowledge, skills and abilities necessary to perform the work.

Required Special Qualifications

- None.

Essential Physical Abilities

- Sufficient clarity of speech and hearing or other communication capabilities, with or without reasonable accommodation, which permits the employee to communicate effectively;
- Sufficient vision or other powers of observation, with or without reasonable accommodation, which permits the employee to review a wide variety of materials in electronic or hardcopy form;
- Sufficient manual dexterity with or without reasonable accommodation, which permits the employee to access computer program information and to operate related equipment;
- Sufficient personal mobility and physical reflexes, with or without reasonable accommodation, which permits the employee to transport assigned equipment as necessary to perform timely computer program review and troubleshooting procedures, and to function within the general office environment.

Approved by: _____ Date: _____

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City of Manchester, New Hampshire

Class Specification

This is a class specification and not an individualized job description. A class specification defines the general character and scope of responsibilities of all positions in a job classification, but it is not intended to describe and does not necessarily list every duty for a given position in a classification.

Class Title	Applications Developer/Analyst Computer Programmer
Class Code Number	21800-1819

General Statement of Duties

Develop, deploy, and support Information Technology (I.T.) business software applications. Programs Information Technology (I.T.) applications; performs directly related work as required.

Distinguishing Features of the Class

The principal function of an employee in this class is to develop, deploy, and support business software applications to meet business objectives to program software systems to meet user needs. "Develop" means to analyze needs, determine best approach, design (program) new applications, configure vendor-supplied applications, and provide post-deployment support and maintenance. The work is performed under the supervision and direction of the Senior Applications Developer/Analyst the Computer Programmer/Analyst and the Systems/Programming Manager but considerable leeway is granted for the exercise of independent judgement and initiative. The nature of the work performed requires that an employee in this class establish and maintain effective working relationships with other information technology personnel, other City employees, technical vendors and the public. The principal duties of this class are performed in a general office environment.

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Examples of Essential Work
(illustrative only)

- Applies appropriate application development standard programming procedures and detailed knowledge of pertinent subject matter in an assigned programming area;
- Designs, writes software ~~Develops, codes and tests~~ computer applications and related software systems;
- Designs and deploys computer applications as assigned, interacting with users or based on supervisor direction;
- Tests application program components to meet system design requirements;
- Provides technical support on application software programming systems and related business issues to City department personnel;
- Acts as technical liason/advocate for City users to third-party software vendors;
- Recognizes probable interactions of related software systems ~~other related programs~~ with assigned projects ~~programs~~ and is familiar with current computing systems, software environments, infrastructure, and equipment currently in use by the City ~~related system software and computer equipment~~;
- Solves conventional programming and development problems;
- Participates in system design and testing for new or modified systems in coordination with the Senior Applications Developer/Analyst ~~Computer Programmer/Analyst~~;
- Performs troubleshooting, and file recovery, and debugging as needed;
- Coordinates project activities with other City personnel involved in information services activities;
- Participates in training programs;
- Prepares progress reports and other documents in conformance with assigned procedures;
- Provides needed information and demonstrations concerning how to perform certain work tasks to new employees in the department;
- Keeps immediate supervisor and designated others fully and accurately informed concerning work progress, including present and potential work problems and suggestions for new or improved ways of addressing such problems;
- Attends meetings, conferences, workshops and training sessions and reviews publications and audio-visual materials to become and remain current on the principles, practices and new developments in assigned work areas;
- Responds to questions and comments from City department heads and other users in a courteous and timely manner;
- Communicates and coordinates regularly with appropriate others to maximize the effectiveness and efficiency of interdepartmental operations and activities;
- Performs other directly related duties consistent with the role and function of the classification.

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Required Knowledge, Skills and Abilities
(at time of appointment)

- Thorough knowledge of assigned system and application program needs, including design concepts, and user requirements;
- Thorough knowledge of City computing resources, and related networks, and policies;
- Thorough knowledge of software development environments, tools, languages, and resources in use ~~a wide variety of computer system programming languages used by the City;~~
- Thorough knowledge of computer application design and programming practices and procedures;
- Thorough knowledge of information technology practices, ~~and~~ procedures, trends, and principles;
- Thorough knowledge of the operation of centralized and workstation ~~micro-computer~~ equipment and software;
- Thorough knowledge of application software troubleshooting ~~principles techniques~~ and practices;
- Thorough ~~Substantial~~ knowledge of relational database terminology, design, usage, security, operation, maintenance and querying ~~(including SQL);~~
- Thorough knowledge of Structured Query Language (SQL) and database management system (DBMS) capabilities;
- Substantial knowledge of computing and application architecture methodologies (including but not limited to web-based, fat client, client-server, n-tier design);
- Substantial knowledge of project management principles and techniques;
- Substantial knowledge of extensible markup language (XML), hypertext markup language (HTML), and scripting languages;
- Ability to create efficient codes to accomplish system design and program performance objectives;
- Ability to communicate effectively with others, both orally and in writing, using both technical and non-technical language as required by the situation;
- Ability to understand and follow oral and/or written policies, procedures and instructions;
- Ability to prepare and present accurate and reliable reports containing findings and recommendations;
- Ability to operate a ~~personal-computer~~ using standard or customized software applications appropriate to assigned tasks;
- Ability to fully understand various integrated development environments, programming languages, algorithms, and techniques ~~various programming languages;~~
- Ability to use logical and creative thought processes to develop solutions according to written specifications and/or oral instructions;
- Ability to perform a wide variety of duties and responsibilities with accuracy and speed under the pressure of time-sensitive deadlines;
- Ability and willingness to quickly learn and put to use new skills and knowledge brought about by rapidly changing information and/or technology;

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- Integrity, ingenuity and inventiveness in the performance of assigned tasks.

Acceptable Experience and Training

- Graduation from an accredited college or university with a Bachelors Degree in Computer Science; and
- Considerable experience in developing, designing, deploying and supporting business software and maintaining computer programs and applications; or
- Any equivalent combination of experience and training which provides the knowledge, skills and abilities necessary to perform the work.

Required Special Qualifications

- None.

Essential Physical Abilities

- Sufficient clarity of speech and hearing or other communication capabilities, with or without reasonable accommodation, which permits the employee to communicate effectively;
- Sufficient vision or other powers of observation, with or without reasonable accommodation, which permits the employee to review a wide variety of materials in electronic or hardcopy form;
- Sufficient manual dexterity with or without reasonable accommodation, which permits the employee to access computer program information and to operate related equipment;
- Sufficient personal mobility and physical reflexes, with or without reasonable accommodation, which permits the employee to transport assigned equipment as necessary to perform timely computer program review and troubleshooting procedures, and to function within the general office environment.

Approved by: _____ Date: _____

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City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Amending Sections 33.024, 33.025, & 33.026 (Senior Applications Developer/Analyst) of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

SECTION 33.024 CLASSIFICATION OF POSITIONS be amended as follows:

Change Classification for Computer Programmer/Analyst to Senior Applications Developer/Analyst, Class Code 2190, no change in Class Code

SECTION 33.025 COMPENSATION OF POSITIONS be amended as follows:

Change Computer Programmer/Analyst to Senior Applications Developer/Analyst, Class Code 2190, Grade 21, no change in Grade

SECTION 33.026 CLASS SPECIFICATIONS be amended as follows

Change Class Specification for Computer Programmer/Analyst to Senior Applications Developer/Analyst, Class Code 2190, Grade 21, exempt

This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

22+31

City of Manchester New Hampshire

In the year Two Thousand and six

AN ORDINANCE

“Amending Section 33.054 (B) (2) (Overtime Compensation/Comp Time) of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

I. Amend Section 33.054 (B) (2), Overtime Compensation/Comp Time, of the Code of Ordinances of the City of Manchester by deleting language stricken (---) and inserting new language as bolded (**bold**). Language of Section 33.054 (B) (2), not struck through or bolded remains unchanged.

§ 33.054 (B) (2) OVERTIME COMPENSATION/COMP TIME

(2) ~~Compensatory time off in lieu of overtime payment shall be at time and one half rate. Such compensatory time earned must be taken within one pay period following the dates earned or request for payment for overtime must be submitted for the employee by the department. Compensatory time shall not be accrued beyond the pay period following the overtime actually worked. Such compensatory time shall be used only to compensate employees who are on a 35 hour standard work week and work more than seven hours per day or more than 35 hours, but not over 40 hours in one week. All overtime worked beyond 40 hours in one week must be paid at the time and one half, except for executive, administrative and professional employees in exempt positions as defined in the administrative regulations.~~

(2) Compensatory time off in lieu of overtime payment shall be at time and one half rate. The maximum amount of compensatory time that may be accrued is 80 hours. The Department Head shall determine whether it is in the best interest of the department to pay the employee for overtime or to allow the employee to accrue compensatory time. Compensatory time off may be granted by the Department when it least interferes with the efficient operation of the Department. Accrued compensatory time must be utilized prior to the employee terminating from employment.

II. This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

22 + 31

City of Manchester New Hampshire

In the year Two Thousand and six

AN ORDINANCE

“Amending Section 33.076 (A), Special Leave of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

- I. Amend Section 33.076 (A) Special Leave, of the Code of Ordinances of the City of Manchester by deleting language stricken (---) and inserting new language as bolded (**bold**). Language of Section 33.076 (A) not struck through or bolded remains unchanged.

§ 33.076 (A) SPECIAL LEAVE

(A) ~~In addition to other leaves authorized by this subchapter, a department head with approval of the Mayor, may authorize an employee to be absent without pay for personal reasons for a period or periods not to exceed ten work days in any calendar year.~~

(A) **In addition to other leaves authorized by this subchapter, a department head shall be authorized to grant an employee up to 90 days without pay in a calendar year.**

- II. This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

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City of Manchester New Hampshire

In the year Two Thousand and six

AN ORDINANCE

“Amending Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

I. Amend Section 33.080 (A) (1) Military Service, of the Code of Ordinances of the City of Manchester by deleting language stricken (---) and inserting new language as bolded (**bold**).
Language of Section 33.080 (A) (1) not struck through or bolded remains unchanged.

§ 33.080 (A) (1) MILITARY SERVICE

(1) In addition to the ten paid military days for training each training year (October 1 to September 30), said employees shall be eligible for five additional paid military days to attend military funerals as assigned by the military.

II. This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

22 + 31

City of Manchester New Hampshire

In the year Two Thousand and six

AN ORDINANCE

“Amending Section 33.062 (D), Part-Time Employees, of the Code of Ordinances of the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

I. Amend Section 33.062 (D) Part-Time Employees, of the Code of Ordinances of the City of Manchester by deleting language stricken (---) and inserting new language as bolded (**bold**). Language of Section 33.062 (D) not struck through or bolded remains unchanged.

§ 33.062 (D) PART-TIME EMPLOYEES

(D) **An employee who is employed to work thirty-two hours per week in a position that does not have an end date, shall be required to participate in the Contributory Retirement System unless the position is designated as a Group II position. (Current part-time employees who are working less hours, and who are currently contributing to the Contributory Retirement System, may continue to so.) Said employees shall be eligible to participate in the health insurance program upon retirement.**

II. This Ordinance shall take effect upon its passage and all Ordinances or parts of Ordinances inconsistent therewith are hereby repealed.

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City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

SECTION 1. Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester.

SECTION II. Article 4.01 B Overlay Districts

Article 4.01(B) 10 Lake Massabesic Protection Overlay District (LMPOD)

The purpose of this overlay district is to protect the Lake Massabesic drinking water supply to the City of Manchester.

SECTION III. Article 4.02 Official Zoning Maps

4.02 (A) “... the Historic Districts Overlay districts, the Arena Overlay District, the Manchester Landfill Groundwater Management Zone Overlay District, and the Lake Massabesic Protection Overlay District.”

SECTION IV. Article 7 Special District-Wide Regulations

7.11 Lake Massabesic Protection Overlay District (LMPOD)

A. Authority for the Lake Massabesic Protection Overlay District

The Lake Massabesic Protection Overlay District is adopted pursuant to Section 1.03, Authority, of this Ordinance, and in accordance with the provisions of RSA 674:21, Innovative Land Use Controls.

B. Establishment of the Lake Massabesic Protection Overlay District

The Lake Massabesic Protection Overlay District includes the entire Lake Massabesic watershed located in Manchester. This area is called out to avoid impacts that may affect the drinking water supply over the long term, addressing such issues as stormwater contamination, imperviousness, steep slope disturbance and other land use activities that could potentially be a nonpoint source water quality issue or diminish surface water recharge. EPA Phase II Stormwater Regulation criteria applies to all development creating disturbance to land in the Lake Massabesic Protection Zone.

C. Prohibitions within the Lake Massabesic Protection Overlay District

1. Regardless of the underlying zone, the following land uses, as listed in Article 5.10 Table of Principal Uses and Table 5.11 Table of Accessory Uses are deemed incompatible with the intent of and prohibited in the Lake Massabesic Protection Overlay District:

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City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

"Amending the Zoning Ordinance of the City of Manchester by establishing the Lake Massabesic Protection Overlay District (LMPOD) to protect the Lake Massabesic drinking water supply in the City of Manchester."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

Use No.	Use	Critical
E.1	Taxi, bus, rail terminal	X
I.1	Sales or rental of motor vehicles	X
I.2	Sales, rental, repair of boats, etc	X
I.3	Sales, rental, repair of heavy eq.	X
I.4	Automotive repair	X
I.5	Automotive service station	X
I.6	Carwashes and car care centers	X
M.2	Accessory outside storage ind	X
M.3	Accessory manufacturing use	X

2. In addition, the following restrictions and/or prohibitions of land uses apply within 50 feet of waterways or wetlands in the Lake Massabesic Protection Overlay District: No impervious surfaces (driveways, parking lots, roads, etc.). Residential lots of 12,500 square feet or less shall be exempt from this requirement.

D. Additional Restrictive Policies Pertaining to the Lake Massabesic Protection Overlay District.

In addition to the restrictions listed in this LMPOD, the District is also subject to criteria and guidelines contained in the following documents on file in the City:

- City Stormwater Ordinance (and any subsequent revisions) - Highway Department
- City Stormwater Rules and Regulations (and any subsequent revisions) - Highway Dept.
- Subdivision and Site Plan Regulations (and any subsequent revisions) - Planning Department

SECTION V. Article 14.02 Powers and Duties of the ZBA

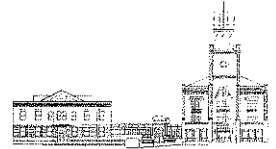
14.02 (B) 6 "Any proposed non-residential variance request located within the Lake Massabesic Protections Overlay District shall be forwarded to the Manchester Water Works for comment prior to the hearing on the variance."

SECTION VI. Resolve this ordinance shall take effect upon passage.

22+31



CITY OF MANCHESTER Board of Aldermen



September 26, 2006

The Honorable Board of Mayor and Alderman
One City Hall Plaza
Manchester, NH 03101

Dear Colleagues:

A recent discussion with a neighbor about who in city government is responsible for removal of a tree stump has prompted me to write this letter. I am writing to the Board regarding the responsibility or jurisdiction of city departments with respect to city facilities and the city right-of-way.

Webster's defines a facility as "a building, room, etc...for some activity". When the BMA created the Facilities Division of Public Works, it was and is my belief that it was to include all city facilities with the exception of the Airport, Environmental Protection Division of Public Works and the Manchester Water Works. The reason for those three exceptions was that each of those departments have professional engineers on staff. I do not recall exempting departments because they were funded as an enterprise department.

I have watched Manchester School Board meetings regarding school buildings/sites and observed three separate City departments (Public Works, Parks, Recreation & Cemetery, and HR) having to speak about their respective responsibility with regards to one city school. It is confusing, can lead and has led to lack of coordination, and in my opinion, can also lead to additional costs to the School District and the citizens of our City. I believe this same approach is used for city facilities and in my opinion with the same results. It is time that the BMA clearly defines who has jurisdiction for municipal and school facilities. We can not have multiple departments with multiple jurisdictions.

The other area of concern to me is the public right-of-way. Again, we have multiple departments with various responsibilities. Public Works (Highway Dept.) is responsible for maintaining city streets and sidewalks with the following exceptions. Parks, Recreation and Cemetery is responsible for grass/weed growth and control in and around the traffic islands at city intersections or along city streets. I don't know who is

Board of Mayor and Aldermen
September 21, 2006
Page 2

responsible for clean up in or around these traffic islands. Parks and Recreation is also responsible for cutting/trimming trees in the right-of-way but yet Public Works is responsible for removing the stump that is left. Until recently, we had a third department, Traffic, who had responsibility in the right-of-way. The bottom line is that multiple jurisdiction of the same municipal asset can not be in the best interest of the citizens of our city.

I ask the BMA to refer these two issues to an appropriate committee for review and recommendation,

Sincerely,

A handwritten signature in dark ink, appearing to read "DAN", with a stylized flourish at the end.

Daniel P. O'Neil
Alderman at Large



Moore Center Services, Inc.
Commitment, compassion, community for a lifetime

132 Titus Avenue
Manchester, NH 03103

603.668.5423

www.moorecenter.org

September 27, 2006

The Honorable Board of Mayor and Aldermen
One City Hall Plaza
Manchester, NH 03101

Re: Request for Amendment

Dear Board of Mayor and Aldermen:

Moore Center Services has been serving the people of Manchester for almost 50 years. For the past 34 years, we have leased the old Highland School on Titus Ave. from the City. In June 2004, the Board of Mayor and Aldermen agreed to sell the property to Moore Center Services for \$1.00, subject to the inclusion of a deed reverter clause. For a variety of reasons, Moore Center Services has not yet taken title to the property.

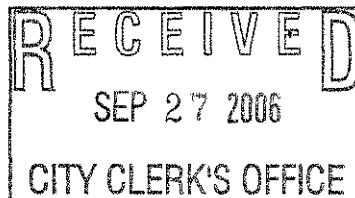
After being advised by a consultant two years ago to delay our plans for a capital campaign, we are now ready to move forward. During the past two years, Board members and other community leaders have suggested that a reverter clause would limit our ability to raise money. Further, it could jeopardize the sizable investment that we already have in the property if it ever became necessary to move our operations to another location. In fact, we believe that our accumulated investment in the property already exceeds the current value of the land and facility. If we were to invest another \$4M or more into the property without clear title, it is the opinion of almost everyone we speak with that we would be putting our investment at risk.

We truly appreciate the wonderful partnership that we have enjoyed with the City of Manchester. It is our expectation that Moore Center Services will continue to provide support to the citizens of Greater Manchester for many more years as we strive to provide opportunities for all our clients to have a good life.

We hereby request that the Board of Mayor and Aldermen remove the reverter provision in order to allow Moore Center Services to take sole ownership of the property. Thank you for your consideration of our request.

Sincerely,

Paul S. Boynton
President & CEO



A United Way member agency.

27



Kevin A. Dillon, A.A.E.
Airport Director

One Airport Road
Suite 300
Manchester, NH
03103-3395
Tel: 603-624-6539
Fax: 603-666-4101
www.flymanchester.com

September 27, 2006

Honorable Board of Mayor and Aldermen
City of Manchester
One City Hall Plaza
Manchester, NH 03101

Subject: Ordinance relating to pilot bus service program

Dear Honorable Board:

I am writing to respectfully ask the City of Manchester Board of Mayor and Alderman to pass the attached ordinance establishing a special purchase procedure relating to the pilot bus service program under development at the airport.

Last month the Board approved the establishment of a pilot bus program designed to increase scheduled, high occupancy vehicle service between the airport, the Anderson Regional Transportation Center in Woburn, MA and the Sullivan Square MBTA Station in Charlestown, MA. This service is an important customer service enhancement that greatly increases the two-way connectivity between the airport and the greater metropolitan Boston region.

Considering the short-term nature of the pilot program, I feel that it's in the best interest of the airport to utilize the services of our existing parking shuttle contractor, Central Parking, to meet the needs of the shuttle bus program. Central Parking was awarded their contract through the competitive bidding process. Using them to provide this service allows for the most flexibility during the six-month trial period. If at the conclusion of the pilot program it is determined that the shuttle bus service should continue (in some form or another) a competitive request for proposals (RFP) will be developed for all companies interested in providing the service on a long term basis.

I will be available at the Board meeting on October 3, 2006 if you have any additional questions.

Sincerely,

A handwritten signature in black ink that reads 'Kevin A. Dillon'.

Kevin A. Dillon, A.A.E.
Airport Director

Handwritten initials in black ink, possibly 'JD' or 'JDH'.

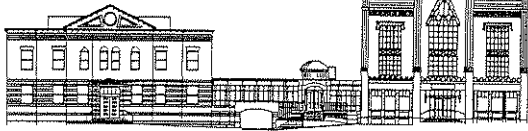
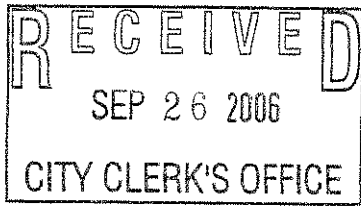
D R A F T

AN ORDINANCE

“Establishing a special purchase procedure relating to the pilot bus service program at the airport”

That notwithstanding the provisions of the Procurement Code (Ordinance Chapter 39) or any other ordinance, the City acting through the Airport Director may retain the services of the current bus shuttle operator, Central Parking, to provide operation of the pilot bus service program for a period of six (6) months.

This ordinance shall take effect upon passage.



City of Manchester Office of the Tax Collector

*City Hall One City Hall Plaza
Manchester, New Hampshire 03101
Joan A. Porter, Tax Collector*

Tele: (603) 624-6575

Fax: (603) 628-6162

Web Site: <http://www.manchesternh.gov>

Email: taxcollector@ci.manchester.nh.us

Welcome to the City Of Manchester NH, Where History Invites Opportunity!

September 26, 2006
Honorable Board of
Mayor and Aldermen
1 City Hall Plaza
Manchester, NH 03101

Honorable Mayor and Members of the Board,

An issue of grave concern has come to my attention regarding the mailing of the property tax bills for the second bill of 2006.

The Finance Officer has decided to change the mailing address on our return envelopes to a Post Office Box in Boston, Massachusetts. I believe that this will generate an outcry from the public and reduce the number of participants who mail in a payment for their property taxes. Such a reduction would be a burden on the Tax Collector's office.

There is no requirement on the part of Citizens Bank to change this address and there is no benefit to the City as all payments continue to be processed at Lockbox the same day they are received at the Manchester Post Office.

I believe this is a decision to be made by the Board of Mayor and Aldermen. My recommendation is that we continue to use our Manchester Post Office box as the municipalities of Salem, Concord and Nashua have chosen to do as well.

Thank you for your favorable consideration of this matter.

Sincerely,

Joan A. Porter
Joan A. Porter
Tax Collector

cc: Kevin Clougherty
Diane Prew
Thomas Clark



**City of Manchester
Department of Highways**

227 Maple Street
Manchester, New Hampshire 03103-5596
(603) 624-6444 Fax # (603) 624-6487

Commission

Edward J. Beleski
- Chairman
Joan Flurey
William F. Houghton Jr.
Robert R. Rivard
William A. Varkas

Frank C. Thomas, P.E.
Public Works Director

Kevin A. Sheppard, P.E.
Deputy Public Works Director

September 26, 2006

Community Improvement Committee of the Board of Mayor and Aldermen
City Hall
c/o Leo R. Bernier, City Clerk
One City Hall Plaza
Manchester, New Hampshire 03101

RE: RENAMEING CAMELOT CIRCLE TO CAMELOT PLACE

Dear Committee Members,

We have reviewed the submitted petition and have found the following:

The current legal name of the street in question is Camelot Circle as recorded at Highways, Streets and Bridges book 18 page 104.

The street sign reads "Camelot Circle".

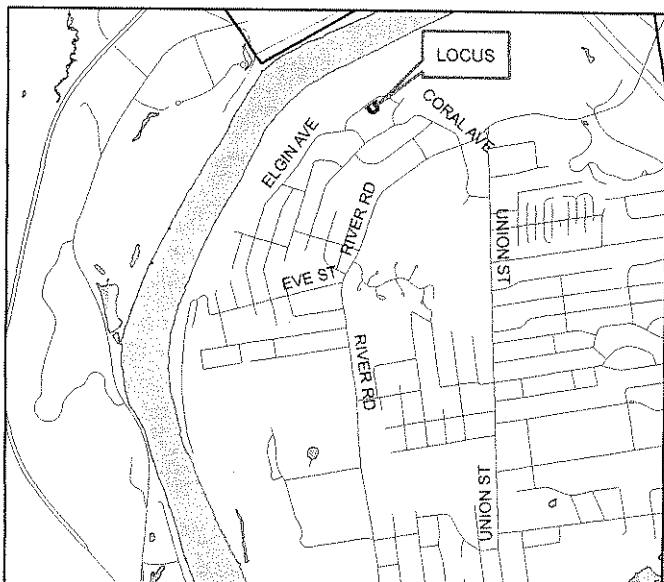
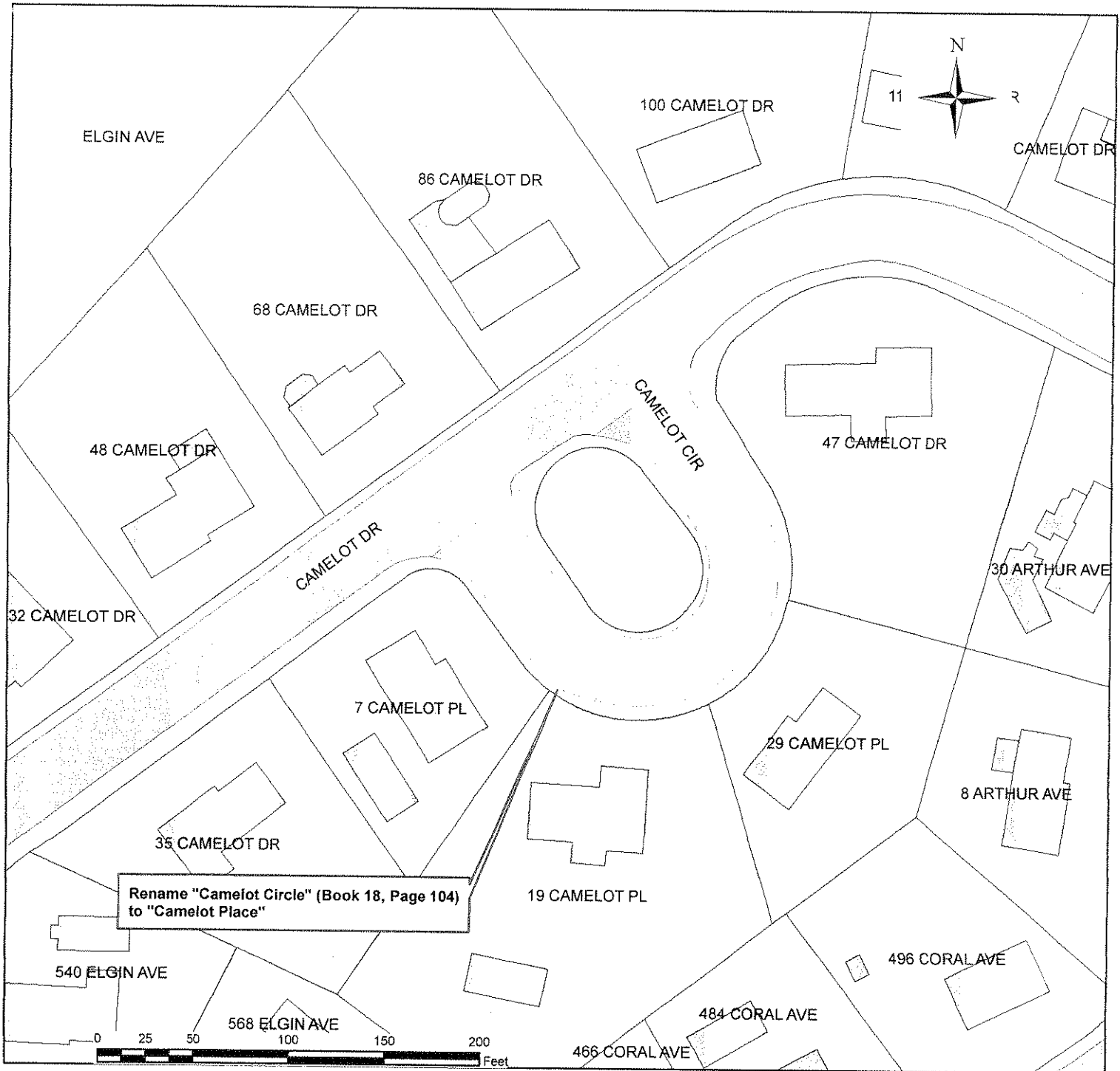
This petition was submitted to the Planning Department, Fire Department, Police Department, Assessors Department, Traffic Department, Building Department, the Water Works, and no objections have been raised.

Therefore, the Highway Department supports the resident's petition to change the official name of the street to Camelot Place.

Sincerely,

Frank Thomas, P.E.
Public Works Director

MJM
cc: File



Proposed Street Renaming
Camelot Circle to Camelot Place



Manchester, NH
 July 2006

30

June 11, 2006

Board of Alderman
City of Manchester
One City Hall Plaza
Manchester, NH 03101

To Whom It May Concern:

We the undersigned residing on Camelot Place in Manchester, NH are hereby submitting a request to the city.

There seems to be a conflict between the city of Manchester (Highway Department), the Postal service and the telephone company. For many years we have been told by the Postal Service to use Camelot Place as our address. The Street sign says Camelot Circle and the telephone directory uses Camelot Drive. This has caused much confusion for guests visiting, for service people trying to find our homes and most importantly we are concerned for our safety as to whether the Police or Fire Department or Emergency personnel would be able to locate us quickly in an emergency.

Being that we have been using Camelot Place for the last 16 years living here, we ask the city to change the street sign to Camelot Place, notify all emergency departments as to the correct Street name, and notify the Telephone company of that as well.

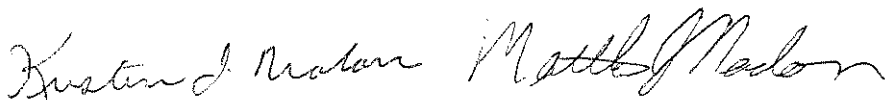
We thank you for taking our concerns into consideration and await your response.

Thank you,


Dr. Paul and Lynn Collins 19 Camelot Place, Manchester, NH 03104


Rabbi Levi and Shternie Krinsky 7 Camelot Place, Manchester, NH 03104

Mr. Mathew and Kristen Nealon 29 Camelot Drive, Manchester, NH 03104





**City of Manchester
Department of Highways**

227 Maple Street
Manchester, New Hampshire 03103-5596
(603) 624-6444 Fax # (603) 624-6487

Commission

Edward J. Beleski
- Chairman
Joan Flurey
William F. Houghton Jr.
Robert R. Rivard
William A. Varkas

Frank C. Thomas, P.E.
Public Works Director

Kevin A. Sheppard, P.E.
Deputy Public Works Director

July 25, 2006

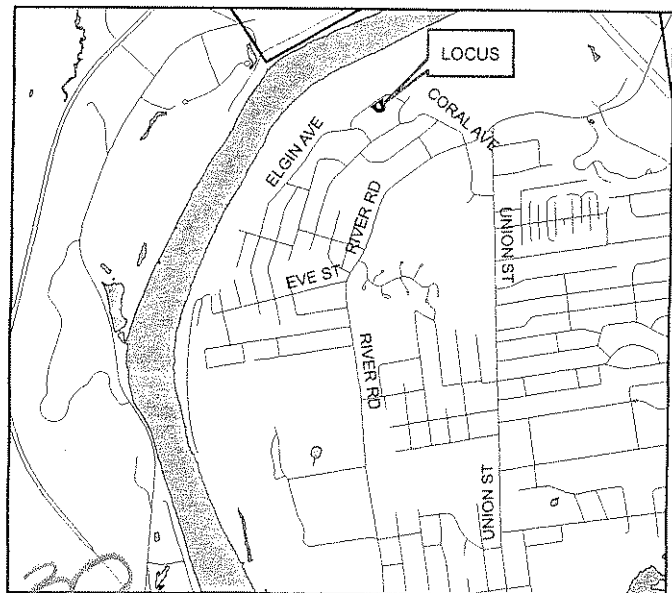
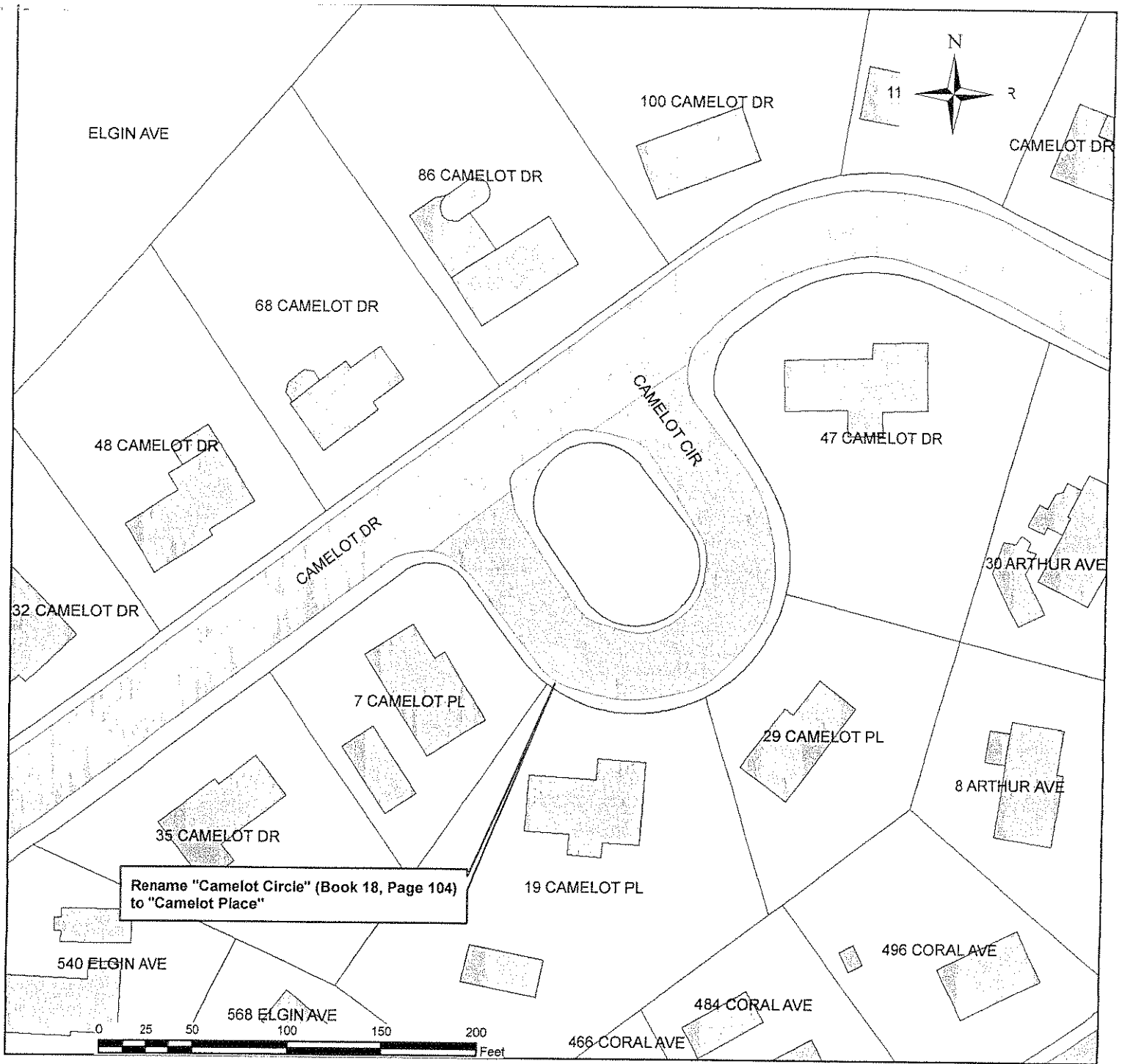
Planning Department
Fire Department
Police Department
Assessors Department
Traffic Department
Building Department
Water Works

Re: Camelot Circle renaming

The City has received a petition to rename Camelot Circle to "Camelot Place". Attached is a plan showing the proposed limits of this renaming. Please advise us by August 1, 2006 whether you have any comments or concerns with this proposed change.

Sincerely,

Dennis Ancil, P.E.



Proposed Street Renaming
Camelot Circle to Camelot Place



Manchester, NH
July 2006



**City of Manchester
Department of Highways**

227 Maple Street
Manchester, New Hampshire 03103-5596
(603) 624-6444 Fax # (603) 624-6487

Commission

Edward J. Beleski
- Chairman
Joan Flurey
William F. Houghton Jr.
Robert R. Rivard
William A. Varkas

Frank C. Thomas, P.E.
Public Works Director

Kevin A. Sheppard, P.E.
Deputy Public Works Director

July 25, 2006

Planning Department
Fire Department
Police Department
Assessors Department
Traffic Department
Building Department
Water Works

Re: Camelot Circle renaming

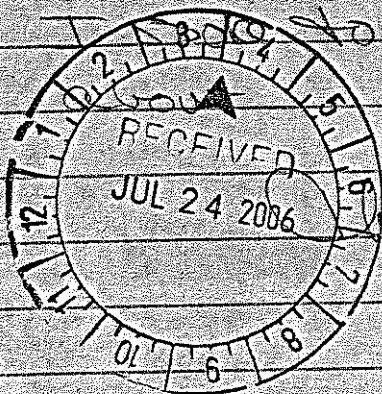
The City has received a petition to rename Camelot Circle to "Camelot Place". Attached is a plan showing the proposed limits of this renaming. Please advise us by August 1, 2006 whether you have any comments or concerns with this proposed change.

Sincerely,

Dennis Anctil, P.E.

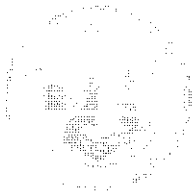
Frank:

Here's that letter
I sent to you



Auto-
Plk

Carol -
THEY SENT IT
TO US SO WE
MADE AN EXHIBIT
MAP TO GO WITH
IT. I THINK
IT SHOULD BE
GONE TO YOU.
Marilyn Micco



INTEROFFICE MEMO

Date: July 25, 2006

To: Frank Thomas, P.E.
Public Works Director

From: Martin Miccio L.L.S.
Chief of Survey

Subject: Camelot Circle and renaming City Streets

The current legal name of the street in question is Camelot Circle as recorded at Highways, Streets and Bridges book 18 page 104. The street sign reads Camelot Circle. The residents claim they have been using Camelot Place as their address for a number of years.

Highway Department request can request the name change, but it would require approval by the Board of Mayor and Aldermen. Should the Highway Department solicit comments from the other departments before making the request?

I reviewed my notes regarding street names and these 3 items address the issue:

Memo from Carol Johnson 05/04/04

"The ordinances only cover the naming of new streets by highway. I believe re-naming by Highway with submission for acceptance by the Board of Mayor and Aldermen would be sufficient to change them. I would note that the re-naming will affect the Clerk's tables for traffic ordinance requirements and perhaps some coordination with Lisa Thibault would be helpful to us."

§97.15 Designated by Board

The Department of Highways shall, as the convenience of the public may require, designate the numbers to be affixed to the buildings on the streets and squares in the city, and shall designate the names of new streets when laid out. ('71 Code, § 22-15) (Am. Ord. passed 10-31-78)

231:133 Names; Changes; Signs-

I. In all towns, cities, and those village districts which maintain public highways, every highway and street under the control of the town, city, or village district shall have a name which shall be given it by the governing body. Said name shall be legibly marked on a suitable signboard or other marker and placed in at least 2 conspicuous places on said street. The governing body may change the name of any such street or highway at any time when in its judgment there is occasion for so doing. The governing body may change the name of a private street or highway when the name change is necessary to conform to the requirements of the enhanced 911 telecommunications system. In towns and village districts the governing body may at its discretion provide for public hearing and submit such names for approval at any meeting of the legislative body, and voters may submit a petitioned warrant article for

such a name change under the procedure of RSA 39:3.

II. The naming of any new street or highway shall form a part of the return of the layout of the street or highway, or of the acceptance of any dedicated way. The municipality shall not be bound by any name previously assigned to the street or highway by any private owner, developer, or dedicator. No name for a highway or street shall be selected which is already in use, or which is confusingly similar to any such existing name, or which otherwise might delay the locating of any address in an emergency.

III. Whenever a name is assigned to any new street or highway, or a change is made in the name of any street or highway, the governing body shall make a return of the same to the town, city, or village district clerk, who shall make a record of the new name or name change, and shall forward a copy of such record to the commissioner of transportation.

Source. 1911, 79:1. PL 93:5. RL 109:5. 1945, 188:1, part 21:1. RSA 251:1. 1981, 87:1. 1991, 53:1, eff. July 5, 1991. 2005, 113:1, eff. Aug. 14, 2005.

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"Authorizing Bonds, Notes or Lease Purchases in the amount of Four Hundred Thousand Dollars (\$400,000) for the 2007 CIP 511207, Derryfield Country Club Rehabilitation Project."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

SECTION 1. That there be and hereby is authorized under and pursuant to the Municipal Finance Act, and any other enabling authority, the issuance and sale of general obligation serial bonds, notes or lease purchases of the City in the aggregate principal amount of Four Hundred Thousand Dollars (\$400,000) at one time or from time to time as one or more separate bond, note or lease purchase issues for purposes stated in Section 3 of said Act, as more specifically hereinafter indicated. The bonds, notes or lease purchases of each issue shall bear the City Seal, shall be signed by the manual or facsimile signature of the Mayor, countersigned by the manual or facsimile signature of the Finance Officer and shall be payable in such annual installments as shall be determined by the Finance Officer with the approval of the Mayor. Except as otherwise provided by law and this Resolution, discretion to fix the date, maturities, denomination, place of payment, form and other details of each issue of said bonds, notes or lease purchases and of providing for the sale thereof is hereby delegated to the Finance Officer.

SECTION 2. That the proceeds of said bonds, notes or lease purchases be and they are hereby appropriated for the purpose of financing costs of the following public works and improvements of a permanent nature, hereby authorized namely,

<u>Purpose</u>	<u>Amount</u>
2007 CIP 511207, Derryfield County Club Rehabilitation Project	\$400,000

It is hereby declared that the public works and improvements to be financed by said bonds, notes or lease purchases have a useful life in excess of 15 years.

SECTION 3. That the Finance Officer, with the approval of the Mayor, is hereby authorized to issue at one time or from time to time notes in anticipation of said bonds, notes or lease purchases and to renew or refund the same under and pursuant to and to the extent authorized by RSA 33:7a.

SECTION 4. That an amount sufficient to pay the principal of and interest on said bonds, notes or lease purchases payable in each year during which they are outstanding be and hereby is appropriated and, to the extent other funds are not available for such purpose, said amount shall be included in the tax levy for each year until the debt represented by said bonds, notes or lease purchases is extinguished.

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

“Authorizing Bonds, Notes or Lease Purchases in the amount of Four Hundred Thousand Dollars (\$400,000) for the 2007 CIP 511207, Derryfield Country Club Rehabilitation Project.”

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

SECTION 5. That the bonds, notes or lease purchases herein authorized may be consolidated with any other issue of bonds, notes or lease purchases heretofore or hereafter authorized, provided that the last annual installment of any such consolidated issue shall be payable not later than the date on which the last annual installment of the bonds, notes or lease purchases herein authorized must be payable pursuant to this Resolution.

SECTION 6. This Resolution shall take effect upon its passage.

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

“Amending the FY 2007 Community Improvement Program, authorizing and appropriating funds in the amount of Seventy Thousand Dollars (\$70,000) for the FY2007 CIP 811507 Economic Development Strategic Planning Project.”

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

WHEREAS, the Board of Mayor and Aldermen has approved the 2007 CIP as contained in the 2007 CIP budget; and

WHEREAS, Table 1 contains all sources of State, Federal and Other funds to be used in the execution of projects; and

WHEREAS, the Board of Mayor and Aldermen desires to accept Economic Development Administration funds in the amount of \$70,000 from the United States Department of Commerce for the implementation of economic development feasibility analyses to be matched locally on a dollar to dollar basis from existing CIP Projects;

NOW, THEREFORE, be it resolved that the 2007 CIP be amended as follows:

By adding:

FY2007 CIP 811507 – Economic Development Strategic Planning - \$70,000 Federal EDA

Resolved, that this Resolution shall take effect upon its passage.

33

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"A Resolution establishing increased property tax relief exemptions for the elderly, disabled and blind."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

WHEREAS, the City of Manchester wishes to continue to provide property tax relief for its elderly citizens as authorized by RSA 72:39b; and

WHEREAS, the City of Manchester has recently completed a revaluation of property assessments and is of the opinion that changes to the current exemptions are in order;

NOW THEREFORE, be it resolved by the Board of Mayor and Aldermen:

THAT, the City of Manchester hereby adopts the provisions pursuant to RSA's 72:39-a, 72:36-b, 72:37, and 72:37a and b; and

THAT, the exemptions based on assessed value for qualified taxpayers shall be as follows:

Single persons Aged 65 up to 75 years an exemption of \$133,700, with asset limitation of \$75,000 and income limit of \$27,500;

Married persons Aged 65 up to 75 years an exemption of \$133,700 with asset limitation of \$75,000 and income limit of \$38,500

Single persons Aged 75 years up to 80 years an exemption of \$181,450 with asset limitation of \$75,000, and income limit of \$27,500;

Married persons Aged 75 years up to 80 years an exemption of \$181,450 with asset limitation of \$75,000, and income limit of \$38,500;

Single persons Aged 80 years or older an exemption of \$238,750 with asset limitation of \$75,000, and income limit of \$27,500;

Married persons Aged 80 years or older an exemption of \$238,750 with asset limitation of \$75,000, and income limit of \$38,500;

Blind persons as prescribed under RSA 72:37 an exemption of \$165,600;

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"A Resolution establishing increased property tax relief exemptions for the elderly, disabled and blind."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

Disabled persons as prescribed under RSA 72:37-b an exemption of \$171,000 with asset limitation of \$200,000, single income limit of \$100,000, and married income limit \$100,000;

THAT,

qualifying persons under such exemptions must have been a New Hampshire resident for at least five years, own the real estate individually or jointly or if the real estate is owned by such person's spouse, they must have been married for at least five years.

BE IT FURTHER RESOLVED, this resolution shall take effect April 1, 2006.

34

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"A Resolution establishing increased asset and income limitations property tax relief for the elderly, disabled and blind."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

WHEREAS, the City of Manchester wishes to continue to provide property tax relief for its elderly citizens as authorized by RSA 72:39b; and

WHEREAS, the City of Manchester has recently completed a revaluation of property assessments and a review of property tax relief for the elderly and is of the opinion that changes to the current asset and income limitations for exemptions are in order;

NOW THEREFORE, be it resolved by the Board of Mayor and Aldermen:

THAT, the City of Manchester hereby adopts the provisions pursuant to RSA's 72:39-a, 72:36-b, 72:37, and 72:37 a and b;

THAT, the exemptions based on assessed value for qualified taxpayers shall be as follows:

Single persons Aged 65 up to 75 years an exemption of \$133,700, with asset limitation of \$75,000 and income limit of \$32,000

Married persons Aged 65 up to 75 years an exemption of \$133,700 with asset limitation of \$100,000 and income limit of \$45,000

Single persons Aged 75 years up to 80 years an exemption of \$181,450 with asset limitation of \$75,000, and income limit of \$32,000;

Married persons Aged 75 years up to 80 years an exemption of \$181,450 with asset limitation of \$100,000, and income limit of \$45,000;

Single persons Aged 80 years or older an exemption of \$238,750 with asset limitation of \$75,000, and income limit of \$32,000;

Married persons Aged 80 years or older an exemption of \$238,750 with asset limitation of \$100,000, and income limit of \$45,000;

Blind persons as prescribed under RSA 72:37 an exemption of \$165,600;

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"A Resolution establishing increased asset and income limitations property tax relief for the elderly, disabled and blind."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

Disabled persons as prescribed under RSA 72:37-b an exemption of \$171,000 with asset limitation of \$200,000, single income limit of \$100,000, and married income limit \$100,000;

THAT, qualifying persons under such exemptions must have been a New Hampshire resident for at least five years, own the real estate individually or jointly or if the real estate is owned by such person's spouse, they must have been married for at least five years.

BE IT FURTHER RESOLVED, this resolution shall take effect April 1, 2007.

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

"A Resolution authorizing increased optional property tax credits for Veterans to the amount of Four Hundred Dollars (\$400.00)."

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

WHEREAS, the City of Manchester wishes to continue to provide property tax relief for its veterans; and

WHEREAS, the City of Manchester wishes to increase its benefits for its veterans

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN:

THAT, the City of Manchester hereby adopts the provisions of the optional veterans' tax credit authorized by RSA 72:28 in the amount of \$400.00 consistent with the provisions of RSA 72:27a; and

THAT, such provisions shall apply to any person who meets the qualifications outlined in RSA 72:28 IV and V as presently constituted or as may be further amended by the State of New Hampshire.

RESOLVED, this resolution shall take effect April 1, 2007.

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

“Authorizing Bonds, Notes or Lease Purchases in the amount of One Million Seven Hundred Fifty Thousand Dollars (\$1,750,000) for the 2007 CIP 511307, JFK Coliseum Rehabilitation Project.”

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

SECTION 1. That there be and hereby is authorized under and pursuant to the Municipal Finance Act, and any other enabling authority, the issuance and sale of general obligation serial bonds, notes or lease purchases of the City in the aggregate principal amount of One Million Seven Hundred Fifty Thousand Dollars (\$1,750,000) at one time or from time to time as one or more separate bond, note or lease purchase issues for purposes stated in Section 3 of said Act, as more specifically hereinafter indicated. The bonds, notes or lease purchases of each issue shall bear the City Seal, shall be signed by the manual or facsimile signature of the Mayor, countersigned by the manual or facsimile signature of the Finance Officer and shall be payable in such annual installments as shall be determined by the Finance Officer with the approval of the Mayor. Except as otherwise provided by law and this Resolution, discretion to fix the date, maturities, denomination, place of payment, form and other details of each issue of said bonds, notes or lease purchases and of providing for the sale thereof is hereby delegated to the Finance Officer.

SECTION 2. That the proceeds of said bonds, notes or lease purchases be and they are hereby appropriated for the purpose of financing costs of the following public works and improvements of a permanent nature, hereby authorized namely,

<u>Purpose</u>	<u>Amount</u>
2007 CIP 511307, JFK Coliseum Rehabilitation Project	\$1,750,000

It is hereby declared that the public works and improvements to be financed by said bonds, notes or lease purchases have a useful life in excess of 20 years.

SECTION 3. That the Finance Officer, with the approval of the Mayor, is hereby authorized to issue at one time or from time to time notes in anticipation of said bonds, notes or lease purchases and to renew or refund the same under and pursuant to and to the extent authorized by RSA 33:7a.

SECTION 4. That an amount sufficient to pay the principal of and interest on said bonds, notes or lease purchases payable in each year during which they are outstanding be and hereby is appropriated and, to the extent other funds are not available for such purpose, said amount shall be included in the tax levy for each year until the debt represented by said bonds, notes or lease purchases is extinguished.

City of Manchester New Hampshire

In the year Two Thousand and Six

A RESOLUTION

“Authorizing Bonds, Notes or Lease Purchases in the amount of One Million Seven Hundred Fifty Thousand Dollars (\$1,750,000) for the 2007 CIP 511307, JFK Coliseum Rehabilitation Project.”

Resolved by the Board of Mayor and Aldermen of the City of Manchester as follows:

SECTION 5. That the bonds, notes or lease purchases herein authorized may be consolidated with any other issue of bonds, notes or lease purchases heretofore or hereafter authorized, provided that the last annual installment of any such consolidated issue shall be payable not later than the date on which the last annual installment of the bonds, notes or lease purchases herein authorized must be payable pursuant to this Resolution.

SECTION 6. This Resolution shall take effect upon its passage.

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Bills on Second Reading respectfully recommends, after due and careful consideration, that Ordinance:

“Amending the Zoning Ordinance of the City of Manchester by extending the B-2 (General Business) zoning district to include property currently zoned IND (Industrial) located on the south side of Gold Street east of the former Lawrence Branch of the B&M Railroad and including the following three lots Tax Map 875-14, 875-15, 875-16.

ought to pass.

(Aldermen Duval, Lopez, Garrity, and Pinard recorded in favor; Alderman Gatsas opposed)

IN BOARD OF MAYOR & ALDERMEN

DATE: September 5, 2006

ON MOTION OF ALD. Garrity

SECONDED BY ALD. Smith

VOTED TO table.

Respectfully submitted,

Shirley Bernier

Clerk of Committee

[Signature]
CITY CLERK

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Amending the Zoning Ordinance of the City of Manchester by extending the B-2 (General Business) zoning district to include property currently zoned IND (Industrial) located on the south side of Gold Street east of the former Lawrence Branch of the B&M Railroad and including the following three lots Tax Map 875-14, 875-15, and 875-16.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

SECTION 1. “Amending the Zoning Ordinance of the City of Manchester by extending the B-2 (General Business) zoning district to include property currently zoned IND (General Industrial/Industrial Park) located on Gold Street including Tax Map 875, Lots 14, 15, and 16, and being more particularly bounded and described as follows:

Beginning at a point on the centerline of the intersection of Gold Street and John E. Devine Drive extended, said point being on the zone boundary line of the B-2 (General Business) zone district and the IND (General Industrial/Industrial Park) zone district, prior to this amendment;

Thence, easterly along the centerline of Gold Street, also being the zone boundary line between the B-2 (General Business) zone district and the IND (General Industrial/Industrial Park) zone district, prior to this amendment, approximately 965 ft. to a point;

Thence, southerly along the zone boundary line of the B-2 (General Business) zone district and the IND (General Industrial/Industrial Park) zone district, prior to this amendment, a distance of approximately 570 ft. to a point;

Thence, southwesterly along the zone boundary line of the B-2 (General Business) zone district and the IND (General Industrial/Industrial Park) zone district, prior to this amendment, a distance of approximately 1,075 ft. to a point;

Thence, northwesterly generally along the centerline of the former Lawrence Branch of the Boston and Maine Railroad, a distance of approximately 1,090 ft. to a point, said point being the zone boundary line of the R-1B (Residential One-Family) zone district and the IND (General Industrial/Industrial Park) zone district, prior to this amendment;

Thence, easterly along the centerline of Gold Street, also being the new zone boundary line between the B-2 (General Business) zone district and the IND (General Industrial/Industrial Park) zone district, after this amendment, a distance of approximately 515 ft. to a point, said point also being the point of beginning.

Said description to include TM 875, Lot 14, Lot 15, and Lot 16 consisting of approximately 19.43 acres of private land, to be rezoned from IND (General Industrial/Industrial Park) to B-2 (General Business) zone district, after this amendment.

SECTION II. Resolve this ordinance shall take effect upon passage.

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DEVINE
MILLIMET

ATTORNEYS AT LAW

By Hand Delivery

SUSAN V. DUPREY
603.695.8505
SDUPREY@DEVINEMILLIMET.COM

June 19, 2006

Office of the City Clerk
One City Hall
Manchester, NH 03101-2097

RE: GFI Gold Street, LLC - Petition for Rezoning

Dear Sir or Madam:

Enclosed please find a Petition for rezoning parcels Map 875, Lot 15 and Map 875, Lot 16. Also enclosed is our check in the amount \$300.00. Our office represents GFI, which requests this rezoning.

Please feel free to contact me should you have any questions regarding this matter or if additional information is required. Thank you.

Very truly yours,



Susan V. Duprey

SVD:ml

Enclosures

J:\WDOX\DOCS\CLIENTS\16717\76570\M0875840.DOC

July 11, 2006.

In Board of Mayor and Aldermen.

On motion of Alderman Garrity, duly seconded by Alderman Forest, it was voted to refer the petition for rezoning to a Public Hearing on Monday, August 7, 2006 at 6 PM in the Aldermanic Chambers of City Hall and further to authorize execution of agreements enclosed subject to the review and approval of the City Solicitor.



City Clerk

36
DEVINE, MILLIMET
& BRANCH
PROFESSIONAL
ASSOCIATION

111 AMHERST STREET
MANCHESTER
NEW HAMPSHIRE
03101

T 603.669.1000
F 603.669.8547
DEVINEMILLIMET.COM

MANCHESTER, NH
ANDOVER, MA
CONCORD, NH
NORTH HAMPTON, NH

STATE OF NEW HAMPSHIRE
CITY OF MANCHESTER

GFI GOLD STREET, LLC

PETITION FOR REZONING

NOW COMES the Petitioner, GFI Gold Street, LLC, by and through its attorneys, Devine, Millimet & Branch, Professional Association, and petitions the Board of Mayor and Aldermen of the City of Manchester, in accordance with Article 16 of the City of Manchester Zoning Ordinance, to change the zone of and amend the Zoning Map regarding 2 parcels of land, one of which is located at 725 Gold Street and the other of which is near Gold Street, County of Hillsborough, City of Manchester and identified as Map 875 Lot 15 and Map 875 Lot 16 in the tax records for the City of Manchester. In support thereof, Petitioner states as follows:

1. GFI Gold Street, LLC is the owner of record of that parcel of land located at 725 Street and identified as Map 875 Lot 15 in the tax records of the City of Manchester (Property 1). Property 1 is approximately 15.178 acres in size and was formerly the site of Associated Grocers which has since relocated. Property 1 is currently zoned Industrial.

2. Ashkars Children's Limited Liability Company and John N. Ashkars own a parcel near Gold Street which has no building situate on it and abuts Property 1 which land is identified as Map 875 Lot 16 in the tax records of the City of Manchester ("Property 2"). Property 2 is approximately 36,864 square feet in size and is also zoned Industrial. Property 2 is subject to a purchase agreement in favor of GFI Gold Street, LLC.

3. The Petitioner, GFI Gold Street, LLC, for itself as owner of Property 1 and as agent for the owners of Property 2, seeks to change the zoning classification of Property 1 and Property 2 from Industrial to B-2 in order to locate a retailer on Property 1 and Property 2.

4. A copy of the tax map showing Property 1 and Property 2 as situated in the Industrial Zone and the zoning designations for the surrounding properties is attached is Exhibit A.

5. It is believed that the change of zone will have little impact on the surrounding area in that much of the surrounding area was either zoned B-2, has been rezoned from

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Industrial to B-2 or variances have been granted to allow uses permitted in the B-2 zone. Changing the zone to B-2 will reduce heavy truck traffic in the area as Property 1 is now used as a 24 hour per day trucking terminal. Plans are being prepared to help address and to generally improve conditions on Gold Street.

6. This proposed change will have a substantial positive tax revenue impact for the City of Manchester and will have no effect on the environment as Property 1 is already developed for an industrial use. There will be no impact on municipal services or facilities.

7. The names, addresses, tax map numbers and lot numbers of all abutting property owners and all properties on the opposite side of the street from Property 1 and Property 2 are attached as Exhibit B.

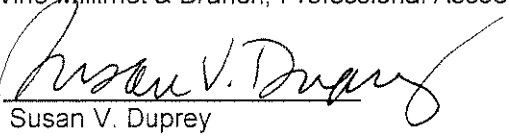
8. A metes and bounds description of Property 1 and Property 2 is attached as Exhibit C.

9. The Petitioner respectfully requests that the Honorable Board of Mayor and Aldermen approve this request to change the zone for Property 1 and Property 2 from Industrial to B-2 and to amend the Zoning Map to reflect this change.

Respectfully submitted,

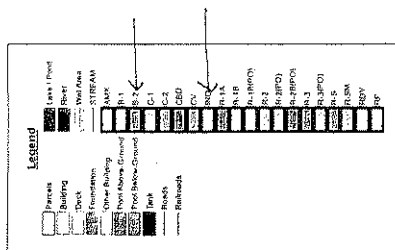
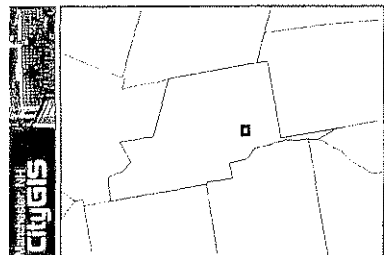
GFI Gold Street, LLC
By its Attorneys,
Devine Millimet & Branch, Professional Association

By


Susan V. Duprey
111 Amherst Street
Manchester, NH 03101
(603) 695-8505

Dated: June 19, 2006

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DISCLAIMER

The information appearing on this map is for the convenience of the user and is not an official public record of the City of Manchester, NH (the "City"). This map is not survey quality. All boundaries, easements, areas, measurements, right-of-way, etc. appearing on this map should only be used for general reference purposes. The City makes no warranty, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this information for any particular use. The City assumes no liability whatsoever associated with the use or misuse of this information. The official public records from which this information was compiled are kept in the offices of various City, County, and State government agencies and departments, and are available for inspection during normal business hours. By using this map, you agree to these terms and conditions.

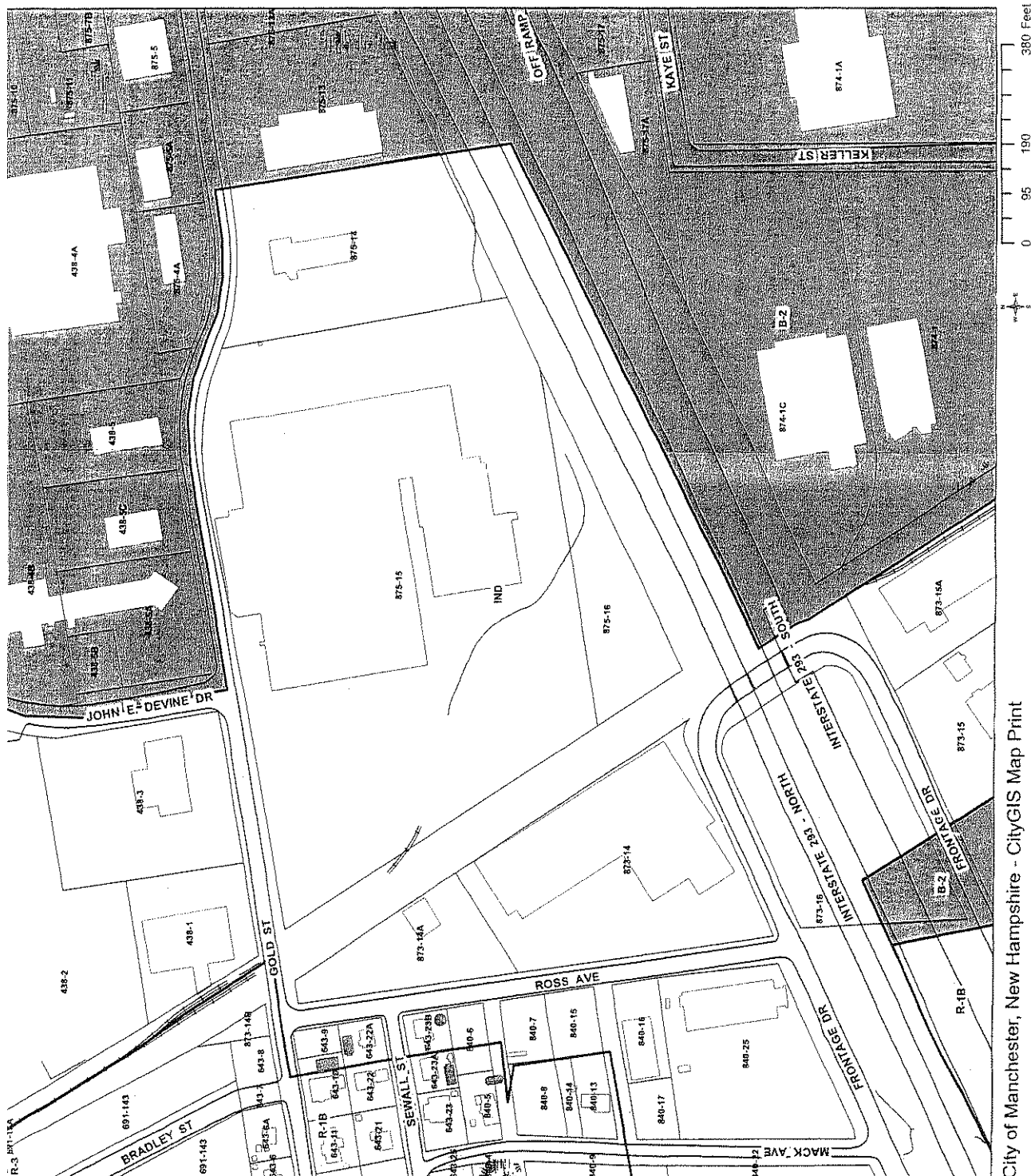


Exhibit C

Legal Description for Lot 875-15, located at 725 Gold Street, Manchester:

A certain tract or parcel of land with the buildings thereon, situate in Manchester, Hillsborough County, State of New Hampshire, being Lot 875-15 on Plan # _____, entitled "ALTA/ACSM Land Title Survey, 725 Gold Street in Manchester, New Hampshire (Hillsborough County), dated December 22, 2005, prepared by BSC Group, more particularly bounded and described as follows:

Beginning at a point on the northeasterly corner of the Lot on the southerly line of Gold Street; thence

1. South $9^{\circ} 17' 43''$ East, a distance of 80.15 feet to a concrete bound found; thence
2. South $09^{\circ} 76' 53''$ East, a distance of 488.15 feet by the westerly side of Lot 875-14; to an iron pipe at the southeasterly corner of the lot; thence
3. South $64^{\circ} 53' 52''$ West, a distance of 310.73 feet by the northerly line of the Interstate Highway 293 to an iron pipe; thence
4. South $82^{\circ} 28' 33''$ West, a distance of 517.33 feet by the northerly line of Lot 875-16 to an iron pipe at the southeasterly corner of the premises; thence
5. North $32^{\circ} 51' 25''$ West, a distance of 21.90 feet to an iron pipe; thence
6. North $08^{\circ} 01' 16''$ West, a distance of 19.62 feet to an iron pipe; thence
7. North $32^{\circ} 51' 25''$ West, a distance of 714.62 feet by the easterly side of the rail road tracks to an iron pipe at the northwest corner of the premises on the southerly line of Gold Street; thence
8. North $80^{\circ} 33' 28''$ East, a distance of 305.63 feet by the southerly line of Gold Street to an iron pipe; thence
9. North $80^{\circ} 16' 28''$ East, a distance of 586.18 feet by the southerly line of Gold Street to an iron pipe; thence
10. Curving in a southeasterly direction with a radius of 399.80 feet, along the southerly line of Gold Street, a distance of 230.44 feet to the point of beginning.

Containing 15.178 Acres, more or less.

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Legal Description for Lot 875-16, located on Gold Street, Manchester:

A certain Tract or parcel of land, situated in Manchester, bounded and described as follows:

Beginning at a point on the southwest corner of the premises north of the Interstate Highway 293, thence

1. North $32^{\circ} 51' 25''$ West along said Manchester-Lawrence Railroad for a distance of 157.68 feet, more or less to an iron post set at land of Associated Grocers; thence
2. South $82^{\circ} 28'$ East for a distance of 517.33 feet, more or less to the interstate Highway 293; thence
3. South $64^{\circ} 53' 52''$ West for a distance of 471.90, along said Interstate Highway 293 to the point of beginning.

J:\wdox\docs\clients\16717\76570\M0869436.DOC

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RECEIVED
MANCHESTER CITY CLERK

Ashkar Children's Trust Limited Liability Company
Mrs. Georgette Ashkar, Managing Member
8160 East Quincy Avenue
Cherry Hills Village, CO 80111
(303) 796-8128

Mr. John Ashkar
29 Fairmount Drive
Danbury, CT 06811
(203) 792-4963
JUN 20 P12:21

June 19, 2006

The Board of Mayor and Aldermen
of the City of Manchester
One City Hall
Manchester, NH 03101-2097

Re: Authorization to Pursue Rezoning

To Whom It May Concern:

We, the undersigned, being the owners of the real property sometimes referred to as Map 875, Lot 16, located near Gold Street in Manchester, New Hampshire, hereby grant our authority to GFI Gold Street, LLC, to take any and all actions required or deemed necessary to re-zone the property from "Industrial" to "B 2".

Thank you for your attention to this matter, and if you have any questions please contact our counsel, Susan Perkins of Perkins Ruschena, LLC, at (303) 779-8100.

Sincerely,

Ashkar Children's Trust Limited Liability
Company


By: Georgette Ashkar, Managing Member


By: John Ashkar

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CITY OF MANCHESTER

Planning and Community Development



Robert S. MacKenzie, AICP
Director

Planning
Community Improvement Program
Growth Management

Staff to:
Planning Board
Heritage Commission
Milliard Design Review Committee

June 28, 2006

Mr. Leo Bernier, City Clerk
City of Manchester
One City Hall Plaza
Manchester, NH 03101

Re: *Technical Review, Rezoning Petition – Gold Street*

Dear Mr. Bernier:

In accordance with the procedures on rezoning requests, the following information is being provided to your office in consideration of a rezoning request filed by the owner of one property and agent for a second property on Gold Street (including two lots: Lot 875-15 and 875-16). The subject parcels are located on the south side of Gold Street east of the former Lawrence Rail Branch. The first property is 15.2 acres currently containing the Associated Grocers Building and the second is .85 acres in size that is vacant. The subject properties are currently zoned *Industrial (IND)*. The applicant is requesting that the zoning district be changed to General Business (*B-2*).

Presently, while the parcels are adjacent to a B-2 on one side, the rezoning action would create one parcel that would be zoned IND and surrounded by B-2. As this could be considered spot zoning, we would recommend that the parcel at 835 Gold Street (Lot 875-14; 3.42 acres) also be considered by the Board for rezoning from IND to B-2. In the 1993 Master Plan for the City of Manchester, this area was identified as Industrial land use although the plan also recognized that extension of the business zone into areas of industrial zone was likely and that certain precautions should be taken. The key precaution from the Master Plan as it relates to this rezoning request states "...the proposed district should be evaluated to insure that possible projects will not encourage additional traffic impacts upon residential areas..." The applicants, working with the City, have devised a traffic calming plan to mitigate impacts on Gold Street and Sewall Street which may be considered by the Board of Mayor and Aldermen.

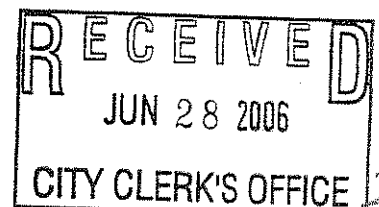
From a technical perspective, the petition may be forwarded to the Board of Mayor and Aldermen for consideration. Consistent with the policy for rezoning petitions, the planning staff is providing a copy of the petition to the Planning Board, the Building Department and the Office of the City Solicitor for comment.

I will be available for any questions that the Board may have.

Sincerely,


Robert S. MacKenzie, AICP
Planning Director

C: Planning Board
Office of the City Solicitor
Building Department
Economic Development Office
One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 Fax: (603) 624-6529
E-mail: planning@ManchesterNH.gov
www.ManchesterNH.gov

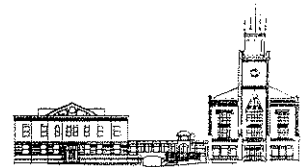


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CITY OF MANCHESTER

Manchester Economic Development Office



August 3, 2006

Honorable Board of Mayor and Aldermen
City of Manchester
One City Hall Plaza
Manchester, NH 03101

RE: Proposed Amendment to Zoning Map – Gold Street

Honorable Board Members:

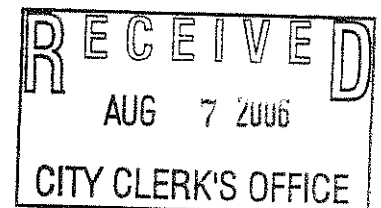
This to recommend the extension of the B-2 Zoning District to encompass the former Associated Grocer's Site, 725 Gold Street and an adjacent parcel. The proposed redevelopment of the Associated Grocers site into a new Home Depot store is projected to cost over \$21,000,000 and generate \$193,000 in new property tax revenue to the City annually. In addition the project will allow Home Depot to expand in the City of Manchester, rather than relocating out-of-town. The existing space leased by Home Depot is in great demand by quality national retailers and will be redeveloped in short order.

In addition GFI/Home Depot development venture is contributing \$4,000,000 to the Gold Street Improvement Project. This project will widen and/or bypass narrow portions of Gold Street and improve and signalize neighborhood street intersections resulting in improved traffic flow, increased safety, curbside visitor parking, sidewalks and landscaping. This improvement to Gold Street will enable the City to entertain additional retail zoning requests near the Associated Grocer/Home Depot site which could generate significant additional investment and new property tax revenue while reducing industrial traffic truck traffic in the area. Based on acreage and lot coverage projections, the City could realize as much as \$184,000 in additional new property tax revenue from future adjacent retail development. In addition, the City could negotiate to recover a portion of the City's Gold Street improvement costs from future developers.

The Gold Street site is adjacent to the growing and successful South Willow Street retail district in close proximity to residential neighborhoods. Industrial truck traffic is incompatible with consumer and neighborhood traffic automobile. In my recommendation that the highest and best use of this site is retail, not industrial.

Sincerely,


Paul J. Borek
Economic Development Director



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To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Bills on Second Reading respectfully recommends, after due and careful consideration, that Ordinance:

“Amending the Zoning Ordinance of the City of Manchester by extending the R-3 (Urban Multi-family) zoning district to include property currently zoned R-1B (Single-family) located on a portion of Tax Map 691 Lot 143-1 that will be on the north side of a proposed Gold Street Bypass and adjacent to Bradley Street and the New St. Augustin’s Cemetery

ought to pass.

(Aldermen Duval, Lopez, Garrity, and Pinard recorded in favor; Alderman Gatsas opposed)

IN BOARD OF MAYOR & ALDERMEN


DATE: September 5, 2006

ON MOTION OF ALD. Garrity

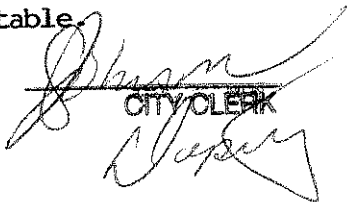
SECONDED BY ALD. Smith

VOTED TO table.

Respectfully submitted,



Clerk of Committee



CITY CLERK

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

"Amending the Zoning Ordinance of the City of Manchester by extending the R-3 (Urban Multi-family) zoning district to include property currently zoned R-1B (Single-family) located on a portion of Tax Map 691 Lot #143-1 that will be on the north side of a proposed Gold Street Bypass and adjacent to Bradley Street and the New St Augustin's Cemetery"

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

SECTION 1. Amending the Zoning Ordinance of the City of Manchester by extending the R-3 (Urban Multi-family) zoning district to include property currently zoned R-1B (Single-family) located on a portion of Tax Map 691 Lot #143-1 that will be on the north side of a proposed Gold Street Bypass and adjacent to Bradley Street and the New St Augustin's Cemetery and being more particularly bounded and described as follows:

Beginning at a point at the centerline of Bradley Street at a point opposite the property lines of New Beech Hill Development Company, LP (TM 691-15A) and the Diocese of Manchester (shown on a subdivision plan approved by the Planning Board on February 23, 2006 as TM 691-143-1), said point being on the zone boundary line of the R-3 (Urban Multi-family) district and the R-1B (Single-family), prior to this amendment;

Thence, westerly across the Right of Way of Bradley Street and continuing along the northerly boundary of said property of the Diocese of Manchester TM 691-143-1, said line also being the zone boundary line between the R-3 (Urban Multi-family) district and the R-1B (Single-family), prior to this amendment, approximately 1206 ft. to a point;

Said point being the end of the northerly boundary of the Diocese of Manchester TM 691-143-1, and at the intersection with the following properties: TM 691-143, TM 691-135, TM 691-136 and TM 691-15A;

Thence, southerly along the boundary of property of the Diocese of Manchester TM 691-143-1 a distance of 285.94 ft. to a point;

Thence, easterly along the boundary of property of the Diocese of Manchester TM 691-143-1 a distance of 295.71 ft. to a point;

Thence, southerly along the boundary of property of the Diocese of Manchester TM 691-143-1 a distance of approximately 130 ft. to a point, said point being on the edge of the proposed Right of Way of the Gold Street Bypass;

Thence, easterly across the Right of Way of the Gold Street Bypass to the centerline of said Bypass a distance of approximately 30 feet to a point;

City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

“Amending the Zoning Ordinance of the City of Manchester by extending the R-3 (Urban Multi-family) zoning district to include property currently zoned R-1B (Single-family) located on a portion of Tax Map 691 Lot #143-1 that will be on the north side of a proposed Gold Street Bypass and adjacent to Bradley Street and the New St Augustin’s Cemetery”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester,
as follows:

Thence, northeasterly and easterly along the centerline of the Right of Way of the Gold Street Bypass as extended to the centerline of Bradley Street a distance of approximately 1,017 feet to a point;

Thence northerly along the centerline of Bradley Street to a point opposite the property lines of New Beech Hill Development Company, LP (TM 691-15A) and the Diocese of Manchester (TM 691-143-1) a distance of approximately 324 feet to a point, said point also being the point of beginning.

Said description meaning to include a portion of property of the Diocese of Manchester (shown on a subdivision plan approved by the Planning Board on February 23, 2006 as TM 691-143-1) consisting of approximately 8.1 acres of private land, to be rezoned from the R-1B (Single-family) zoning district to the R-3 (Urban Multi-family) zoning district, after this amendment.

SECTION II. Resolve this ordinance shall take effect upon passage.

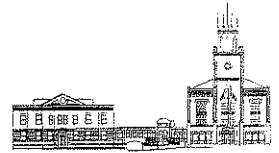


Robert S. MacKenzie, AICP
Director

CITY OF MANCHESTER

Planning and Community Development

Planning
Community Improvement Program
Growth Management



Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

July 20, 2006

Honorable Board of Mayor and Aldermen
City Hall
One City Hall Plaza
Manchester, New Hampshire 03101

re: Rezoning of Diocese Property behind Gold Street

Honorable Board Members:

This is to submit a request for rezoning for a portion of the Diocese Property adjacent to the proposed Gold Street Bypass from a single-family district (R-1B) to a multi-family district (R-3). The agreement that the Board recently acted upon called upon the City to initiate this rezoning. The Diocese has offered to donate the land necessary to create the new Gold Street Bypass as part of an overall plan to mitigate traffic in the area.

As this rezoning and the subsequent dedication of street area is necessary to complete the traffic improvements, it may be appropriate for the Board to time the final action on the rezoning of the Associated Grocers site with the rezoning of the Diocese property to insure that the creation of the Bypass is feasible.

From a technical standpoint, the Diocese rezoning is an extension of an existing multi-family zoning district and there are no other specific issues to preclude the rezoning to proceed to public hearing.

If you have any questions, I will be available at your next meeting.

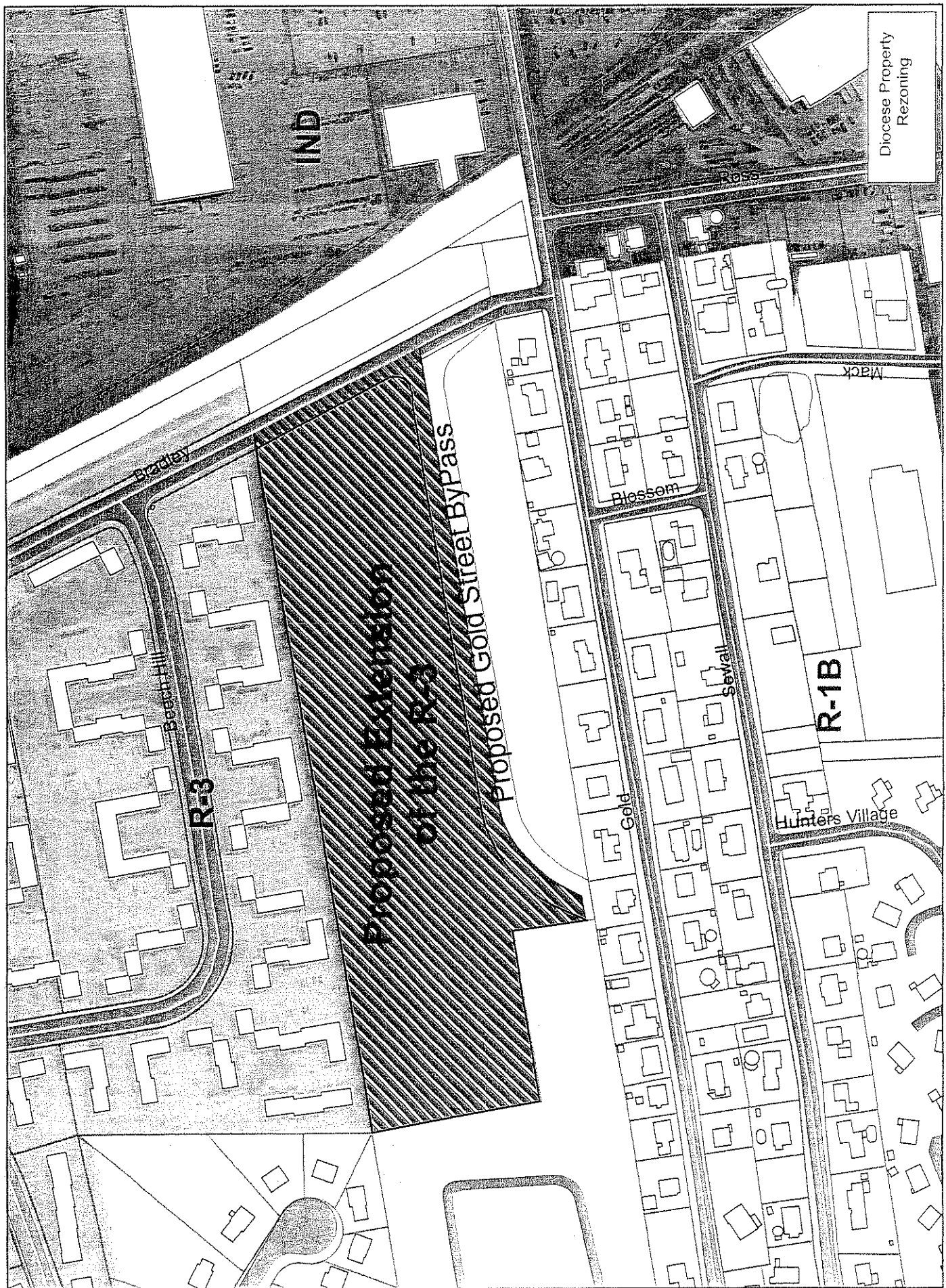
Sincerely,

Robert S. MacKenzie, AICP
Director of Planning & Community Development

C: Planning Board
Building Department
Brad Cook
Tom Arnold
Paul Borek

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 Fax: (603) 624-6529
E-mail: planning@ManchesterNH.gov
www.ManchesterNH.gov

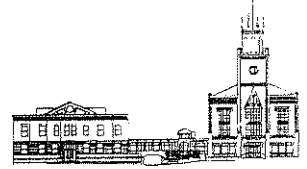
37





CITY OF MANCHESTER

Manchester Economic Development Office



August 3, 2006

Honorable Board of Mayor and Aldermen
City of Manchester
One City Hall Plaza
Manchester, NH 03101

RE: Proposed Amendment to Zoning Map – Diocese Property Behind Gold Street

Honorable Board Members:

This is to recommend that the R-3 Zoning be extended south to encompass a 9-acre parcel created by the Manchester Diocese donation of right-of-way for the proposed Gold Street Bypass. The remaining Diocese property, between the new Gold Street Bypass and existing single family homes will retain single family zoning allowing for a compatible buffer between existing homes and the proposed Bypass.

By donating the requested right-of-way, the Manchester Diocese enabled the City of Manchester, with the generous assistance of Home Depot, to solve a decades old traffic problem in the Gold Street neighborhood. Without the Diocese donation of right-of-way, further redevelopment of the Gold Street would be prohibited. Doing so allows Home Depot to expand, create new property tax revenue and allows other retailers to expand in or relocate to adjacent parcels the City of Manchester.

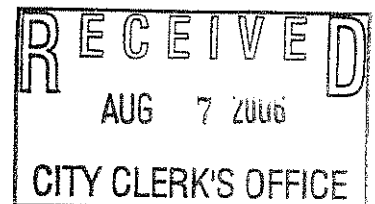
The Global Economic Development Strategy prepared by AngelouEconomics recommends that the City of Manchester “promote diverse housing that is affordable for local workers”, noting the following excerpt from the National League of Cities (<http://www.nlc.org>):

Local governments are responsible to their residents for maintaining communities where their people can live, work, enjoy recreational activities, and access services. Affordable housing, comprehensive community development, and well-planned and coordinated land use foster communities that are vibrant, diverse and sustainable. Further, these are critical components to the economic vitality of communities and local economic regions for creating jobs and increasing municipal tax base.

While this parcel is being considered for market rate development, Manchester’s growing employee base in The Millyard, Downtown and throughout the City includes skilled technology and financial service professionals who need housing appropriate to their desires, lifestyle and budgets. New Hampshire business leaders and demographic experts have articulated concerns about maintaining sufficient housing availability for the demand of a growing business economy. The requested rezoning helps to address the need for housing to accommodate the growing Manchester employment base. For these reasons, your approval of this request is recommended.

Sincerely,

Paul J. Borek
Economic Development Director



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